Sp 44375

RAILWAY DEPARTMENT

GOVERNMENT OF INDIA

RAILWAY BOARD

Railways in India

Administration Report for the year

1920-21

VOLUME II

(APPENDICES)

00134512

SIMLA

GOVERNMENT CENTRAL PRESS

1922

00134512

Digitized with financial assistance from

Government of Maharashtra

on 01 February, 2020

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APPENDIX 1.

Mileage opened during the financial year ended the 31st March 1921.

Name of railway.	Gauge.	Section opened.		Mileage opened.			Date of first opening.	Remarks.
		From	To	Single line (Route mileage).	Second, third, etc., lines, as the case may be.	Total track (excluding sidings).		
1	2	3	4	5	6	7	8	9
I.—STATE LINES WORKED BY THE STATE.								
North Western ...	5' 6"	Dalbandin ...	Mirjawa ...	189·50	...	189·50	1-10-20	
		Begmanji ...	Chahi... ...	...	(a) 63·16	63·16	20-1-21	(a) 2nd track.
		Shakurpur ...	Delhi Kishengunj	...	(a) 3·17	3·17	27-1-21	
Total ...	...	...	...	189·50	66·33	255·83	...	
II.—STATE LINES WORKED BY COMPANIES.								
Southern Shan State ...	3⅜"	Aungban ...	Heho ...	16·80	...	16·80	17-1-21	
IV(B).—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS, WORKED BY THE MAIN LINE.								
Mayurbhanj ...	2' 6"	Baripada ...	Talband ...	38·23	...	38·23	15-7-20	
XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.								
Bhavnagar State ...	3' 3⅜"	Savar-Kundla ...	Gadhakda ...	10·98	...	10·98	1-2-21	
Chickjajur-Chitaldrug ...	,,	Chickjajur ...	Chitaldrug ...	20·90	...	20·90	5-1-21	
Total ...	...	...	...	31·88	...	31·88		
XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE.								
Gaekwar's Mehsana ...	3' 3⅜"	Bechraji ...	Katosan Road ...	15·64	...	15·64	1-5-20	
		Katosan Road ...	Dewusna ...	6·46	...	6·46	1-3-21	
Total ...	...	...	...	22·10	...	22·10		
GRAND TOTAL.								
...	...	...	...	298·51	66·33	364·84	...	

APPENDIX 2.

Mileage open on the 31st March 1921.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1921.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1921.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	I.—STATE LINES WORKED BY THE STATE.									
	5′ 6″ Gauge.									
1	Eastern Bengal ...	2-1-62	E. B. Ry.	405·28	(a) 157·13	562·41	764·17	398·74	1,162·91	(a) 133·97 miles double, 1·69 triple and 21·47 quadruple line.
2	North Western ...	13-5-61	N. W. Ry.	3,125·33	859·00 (double)	3,984·33	4,843·33	1,443·08	(b) 6,286·41	(b) Excludes 14·67 miles of sidings laid but not worked, as also 2·02 miles of main line and 4·48 miles of sidings of the Delhi Durbar railway worked over by the East Indian railway.
3	Oudh and Rohilkhand	23-4-67	O. & R. Ry.	(c) 1,473·49	21·22 (double)	1,494·71	1,515·93	332·03	1,847·96	
	Total ...	...	...	5,004·10	1,037·35	6,041·45	7,123·43	2,173·85	9,297·28	(c) Excludes 2·18 miles of 3′ 3⅜″ gauge line at Benares, shown under 3′ 3⅜″ gauge, but includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line, between Burhwal and Bara Banki, over which the Bengal and North-Western railway trains also work and 1·17 miles of 3′ 3⅜″ gauge track over the Ramgunga bridge, Bareilly, and 0·49 mile of mixed (5′ 6″ and 3′ 3⅜″) gauge track over the Ramgunga bridge, Moradabad, over both of which the Rohilkund and Kumaon railway trains also work.
	3′ 3⅜″ Gauge.									
4	Aden	1-1-16	State ...	28·75	...	28·75	28·75	...	28·75	
5	Cawnpore-Burhwal link.	24-11-96	B. & N. W. Ry. Co. (d)	(e) 80·34	...	80·34	80·34	(f) 11·79	92·13	
6	Eastern Bengal ...	28-8-77	E. B. Ry.	1,026·97	7·29 (double)	1,034·26	1,041·55	288·21	1,329·76	
7	Oudh and Rohilkhand	1-4-99	B. & N. W. Ry. Co.	(g) 2·18	...	2·18	2·18	...	2·18	
	Total ...	...	...	1,138·24	7·29	1,145·53	1,152·82	300·00	1,452·32	(d) Under running power agreement the B. & N. W. Railway Company run and haul their trains and traffic over the line.
	2′ 6″ Gauge.									
8	Eastern Bengal ...	18-7-81	E. B. Ry. ...	35·10	...	35·10	35·10	1·85	36·95	
9	Kalka-Simla ...	9-11-03	N. W. Ry.	59·93	...	59·93	59·93	9·56	69·49	
10	Kohat-Thal ...	1-4-03		61·75	...	61·75	61·75	7·47	69·22	(e) Excludes 3·40 miles of the Lucknow-Bareilly railway, between Aishbagh and Daliganj, worked over, but includes 16·79 miles referred to in remark (c) above.
11	Nowshera-Durgai ...	1-1-01		40·40	...	40·40	40·40	6·13	46·53	
12	Trans Indus (Kalabagh-Bannu)	15-6-13		135·38	...	135·38	135·38	26·32	161·70	
	Total ...	...	...	332·56	...	332·56	332·56	51·33	383·89	(f) Includes 1·06 miles of 3′ 3⅜″ gauge sidings on mixed (5′ 6″ and 3′ 3⅜″) gauge section between Burhwal and Bara Banki.
	2′ 0″ Gauge.									
13	Jorhat (Provincial)	15-12-84	Assam Administration.	32·50	...	32·50	32·50	2·04	34·54	(g) Length between the O. & B. Ry. Cantonment and the B. & N. W. Ry. City stations at Benares.
	Total I ...	...	...	6,507·40	1,044·64	7,552·04	8,641·31	2,527·22	11,168·53	
	II.—STATE LINES WORKED BY COMPANIES.									
	5′ 6″ Gauge.									
14	Agra-Delhi Chord ...	15-11-04	G. I. P. Ry. Co.	123·10	2·78 (double)	125·88	128·66	50·11	178·77	(h) A part is owned by the Bhopal Durbar.
15	Baran-Kotah ...	1-7-08		40·29	...	40·29	40·29	3·38	43·67	
16	Bengal-Nagpur ...	6-4-80	B. N. Ry. Co.	1,784·23	106·21 (double)	1,890·44	1,996·65	566·09	2,562·65	(i) 256·57 miles double, 1·63 triple and 1 mile quadruple line.
17	Bezwada Extension	10-2-89	N. G. S. Ry. Co.	21·47	...	21·47	21·47	1·45	22·92	(j) 655·07 miles double, 26·03 triple, 11·48 quadruple, 2·24 quintuple and 0·85 sextuple line.
18	Bhopal-Itarsi (h ...	1-6-82	G. I. P. Ry. Co.	57·21	...	57·21	57·21	26·08	83·29	
19	Bombay, Baroda and Central India	10-2-60	B. B. & C. I. Ry. Co.	749·09	(i) 259·20	1,008·29	1,271·12	395·65	1,666·77	(k) 728·51 miles double and 29·63 quadruple line.
20	Cawnpore Banda ...	21-4-13	G. I. P. Ry. Co.	75·71	...	75·71	75·71	6·94	82·65	(l) Includes 2·97 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Bezwada and Tadepalli.
21	East Indian ...	15-8-54	E. I. Ry. Co.	1,763·43	(j) 695·67	2,459·10	3,213·88	1,136·09	4,349·97	
22	Great Indian Peninsula	18-4-53	G. I. P. Ry. Co.	1,803·49	(k) 758·13	2,561·62	3,378·99	889·92	4,268·91	(m) Includes 0·46 mile, being portion of line between North facing points and North outer signals at Waltair, treated as double line, and 1·05 miles of double line from Washermenpet to Basin Bridge Junction.
23	Madras and Southern Mahratta	1-7-56	M. & S. M. Ry. Co.	(l) 1,002·47	(m) 44·94 (double)	1,047·41	1,092·35	221·71	1,314·06	
24	South Bihar (n) ...	5-7-99	E. I. Ry. Co.	79·19	...	79·19	79·19	7·44	86·63	
25	South Indian ...	23-5-60	S. I. Ry. Co.	445·94	...	445·94	445·94	73·37	519·31	(n) Although a leased line, it is for convenience shown under the head "State lines worked by companies."
	Total ...	...	...	7,945·62	1,866·93	9,812·55	11,801·46	3,378·14	15,179·60	

APPENDIX 2.—*contd.*

Mileage open on the 31st March 1921.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1921.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1921.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	II.—STATE LINES WORKED BY COMPANIES—*concld.*									
	3′ 3¾″ Gauge.									
26	Alnavar-Dandeli (Provincial)	1-2-19	M. & S. M. Ry. Co.	19·12	...	19·12	19·12	1·75	20·87	(*a*) The Indian State section of this Railway forms an integral part of the Jodhpur railway.
27	Assam-Bengal ...	1-7-95	A. B. Ry. Co.	869·41	...	869·41	869·41	170·09	1,039·50	
28	Bangalore-Harihar...	11-8-84	M. & S. M. Ry. Co.	210·25	...	210·25	210·25	23·81	234·06	(*b*) Includes 2·97 miles of mixed (5′ 6″ and 3′ 3¾″) gauge line between Bezwada and Tadepalli.
29	Bombay, Baroda and Central India	14-2-73	B. B. & C. I. Ry. Co.	1,807·42	2·92 (double)	1,810·34	1,813·26	370·19	2,183·45	(*c*) Includes 1·26 miles of sidings in the Bezwada station yard.
30	Burma	2-5-77	B. Rys. Co.	1,229·43	118·94 (double)	1,348·37	1,467·31	336·21	1,803·52	
31	Burma extensions ...	15-4-07	B. Rys. Co.	187·78	...	187·78	187·78	50·31	238·09	(*d*) This line is the joint property of Government and the Palanpur Durbar.
32	Dhone-Kurnool ...	1-1-09	M. & S. M. Ry. Co.	32·00	...	32·00	32·00	2·62	34·62	
33	Jodhpur-Hyderabad (British section) (*a*)	18-8-92	J. B. Ry. ...	123·98	...	123·98	123·98	19·02	143·00	(*e*) Includes sidings on the Indian State section serial No. 158.
34	Lucknow-Bareilly ...	12-10-84	R. & K. Ry. Co.	316·34	...	316·34	316·34	65·04	381·38	
35	Madras and Southern Mahratta	24-3-84	M. & S. M. Ry. Co.	(*b*) 1,518·13	...	1,518·13	1,518·13	(*c*) 171·58	1,689·71	
36	Nilgiri	15-6-99	S. I. Ry. Co.	28·96	...	28·96	28·96	4·47	33·43	
37	Palanpur-Deesa (*d*)	8-11-93	B. B. & C. I. Ry. Co.	17·28	...	17·28	17·28	1·29	18·57	
38	South Indian ...	15-7-61	S. I. Ry. Co.	881·49	...	881·49	881·49	175·51	1,057·00	
39	Southern Shan States	15-6-12	B. Rys. Co.	86·48	...	86·48	86·48	8·62	95·10	
40	Travancore (British section)	1-6-02	S. I. Ry. Co.	50·41	...	50·41	50·41	(*e*)16·31	66·72	
41	Tirhoot	1-11-75	B. & N. W. Ry. Co.	804·89	10·05 (double)	814·94	824·99	183·33	1,008·32	
	Total ...	...	...	8,183·37	131·91	8,315·28	8,447·19	1,600·15	10,047·34	
	2′ 6″ Gauge.									
42	Broach-Jambusar ...	23-11-14	B. B. & C. I. Ry. Co.	29·69	...	29·69	29·69	3·07	32·76	
43	Gondia-Chanda ...	10-11-08	B. N. Ry. Co.	217·25	...	217·25	217·25	19·51	236·76	
44	Jubbulpore-Gondia Extension	18-4-03	B. N. Ry. Co.	311·58	...	311·58	311·58	41·57	353·15	
45	Morappur-Hosur ...	18-1-06	S. I. Ry. Co.	73·30	...	73·30	73·30	4·26	77·56	
46	Nagpur-Chhindwara	1-1-11	B. N. Ry. Co.	97·20	...	97·20	97·20	7·70	104·90	
47	Purulia-Ranchi ...	15-11-07	B. N. Ry. Co.	115·30	...	115·30	115·30	10·14	125·44	
48	Raipur-Dhamtari ...	10-9-00	B. N. Ry. Co.	56·94	...	56·94	56·94	3·82	60·76	
49	Tirupattur-Krishnagiri	18-9-05	S. I. Ry. Co.	25·38	...	25·38	25·38	2·52	27·90	
	Total ...	...	...	926·64	...	926·64	926·64	92·59	1,019·23	
	2′ 0″ Gauge.									
50	Tumsar-Tirodi Light	1-4-16	B. N. Ry. Co.	45·53	...	45·53	45·53	9·52	55·05	
	Total II ...	...	...	17,101·16	1,998·84	19,100·00	21,220·82	5,080·40	26,301·22	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1921.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1921.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1921.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
III.—BRANCH LINE COMPANIES' RAILWAYS UNDER GUARANTEE TERMS.										
(A) WORKED BY THE BRANCH LINE COMPANY.										
	2′ 6″ Gauge.									
51	Ahmadpur-Katwa ...	30-5-17	A. K. Ry. Co.	32·26	...	32·26	32·26	2·29	34·55	
52	Arakan Light ...	15-2-19	A. Lt. Ry. Co.	18·25	...	18·25	18·25	0·03	18·28	
53	Pankura-Damoodar River.	15-12-16	B. D. R. Ry. Co.	59·95	...	59·95	59·95	4·34	64·29	
54	Burdwan-Katwa ...	1-12-15	B. K. Ry. Co	32·47	...	32·47	32·47	3·12	35·59	
55	Kalighat-Falta ...	28-5-17	K. F. Ry. Co.	26·24	...	26·24	26·24	4·17	30·41	
	Total III(A) ...	...	...	169·17	...	169·17	169·17	13·95	183·12	
(B) WORKED BY THE MAIN LINE.										
	5′ 6″ Gauge.									
56	Hardwar-Dehra ...	1-3-00	O. & R. Ry.	32·04	...	32·04	32·04	4·64	36·68	
	3′ 3¾″ Gauge.									
57	Chaparmukh-Silghat	30-3-20	A. B. Ry. Co.	50·81	...	50·81	50·81	3·28	54·09	
	2′ 6″ Gauge.									
58	Dasghara-Jamalpurgunj.	1-9-17	B. P. Ry. Co.	8·31	...	8·31	8·31	0·77	9·08	
	Total III(B) ...	...	...	91·16	...	91·16	91·16	8·69	99·85	
IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS.										
(A) WORKED BY THE BRANCH LINE COMPANY.										
	2′ 6″ Gauge.									
59	Champaner-Shivrajpur-Pani Light.	2-2-11	Guzerat Rys. Co.	33·49	...	33·49	33·49	4·76	38·25	
60	Godhra-Lunavada ...	4-2-13	Guzerat Rys. Co.	25·45	...	25·45	25·45	1·95	27·40	
61	Nadiad-Kapadvanj	5-3-13	Guzerat Rys. Co.	30·06	...	30·06	30·06	3·30	33·36	
	Total IV(A) ...	...	...	89·00	...	89·00	89·00	10·01	99·01	
(B) WORKED BY THE MAIN LINE.										
	5′ 6″ Gauge.									
62	Amritsar-Patti ...	21-9-06	N. W. Ry.	54·26	...	54·26	54·26	8·12	62·38	
63	Hoshiarpur Doab (Jullundur-Mukerian.)	1-1-15	N. W. Ry.	44·81	...	44·81	44·81	3·88	48·69	
64	Hoshiarpur Doab (Phagwara-Rahon.)	1-4-15	N. W. Ry.	45·21	...	45·21	45·21	5·13	50·34	
65	Mandra-Bhaun ...	1-5-15	N. W. Ry.	46·38	...	46·38	46·38	4·19	50·57	
66	Panposh-Raipura ...	24-11-19	B. N. Ry. Co.	13·98	...	13·98	13·98	...	13·98	
67	Sara-Sirajganj ...	1-7-15	E. B. Ry.	53·04	...	53·04	53·04	27·38	80·42	
68	Sialkot-Narowal ...	10-11-15	N. W. Ry.	38·16	...	38·16	38·16	4·00	42·16	
69	Southern Punjab (Main line).	10-11-97	N. W. Ry.	425·31	0·64 (double)	425·95	426·59	78·63	505·22	
70	Southern Punjab (Jullundur Doab).	23-6-12	N. W. Ry.	130·19	...	130·19	130·19	16·93	147·12	
71	Southern Punjab (Ludhiana Extension.)	10-6-05	N. W. Ry.	152·04	...	152·04	152·04	16·69	168·73	
72	Tapti Valley ...	1-12-98	B. B & C. I. Ry. Co.	155·72	...	155·72	155·72	10·91	166·63	
	Total ...	...	...	1,159·10	0·64	1,159·74	1,160·38	175·86	1,336·24	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1921.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1921.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1921.			REMARKS.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	IV.—BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE TERMS.									
	(B) WORKED BY THE MAIN LINE.—*concld.*									
	3′ 3⅜″ GAUGE.									
73	Ahmedabad-Dholka	23-2-03	B. B. & C. I. Ry. Co.	33·54	...	33·54	33·54	2·78	36·32	
74	Ahmedabad-Parantij	1-5-97		88·70	...	88·70	88·70	(a) 13·32	102·02	(a) Includes 1·63 miles on the 5′ 6″ gauge.
	Total	...	...	122·24	...	122·24	122·24	16·10	138·34	
	2′ 6″ GAUGE.									
75	Dhond-Baramati ...	20-5-14	G. I. P. Ry. Co.	27·26	...	27·26	27·26	1·70	28·96	
76	Ellichpur-Yeotmal ...	1-12-13		117·66	...	117·66	117·66	9·87	127·53	
77	Jacobabad-Kashmor	1-12-14	N. W. Ry.	76·70	...	76·70	76·70	3·59	80·29	
78	Khulna-Bagerhat ...	10-6-18	E. B. Ry. ...	19·75	...	19·75	19·75	1·85	21·60	
79	Mayurbhanj ...	20-1-05	B. N. Ry. ...	70·64	...	70·64	70·64	2·94	73·58	
80	Pachora-Jamner ...	1-4-18	G. I. P. Ry. Co.	34·62	...	34·62	34·62	2·91	37·53	
81	Pulgaon-Arvi ...	25-9-17		21·83	...	21·83	21·83	1·68	23·51	
	Total	...	...	368·46	...	368·46	368·46	24·54	393·00	
	2′ 0″ GAUGE.									
82	Darjeeling-Himalayan Extensions.	16-3-14	D. H. Ry. Co.	95·44	...	95·44	95·44	4·02	99·46	
83	Matheran Light ...	22-3-07	G. I. P. Ry. Co.	12·61	...	12·61	12·61	1·18	13·79	
	Total ...	...	...	108·05	...	108·05	108·05	5·20	113·25	
	Total IV (B) ...	...	...	1,757·85	0·64	1,758·49	1,759·13	221·70	1,980·83	
	V.—BRANCH LINE COMPANY'S RAILWAY UNDER GUARANTEE AND REBATE TERMS.									
	3′ 3⅜″ GAUGE.									
84	Mymensingh-Bhairab Bazar.	20-3-17	A. B. Ry. Co.	100·68	...	100·68	100·68	12·47	113·15	
	VI.—COMPANIES' LINES SUBSIDIZED BY THE GOVERNMENT OF INDIA.									
	5′ 6″ Gauge.									
85	Delhi-Umballa-Kalka	1-3-91	E. I. Ry. Co.	206·40	...	206·40	206·40	(b) 32·68	239·08	(b) Includes sidings on the Jind-Panipat (Indian State section), Serial No. 140.
	3′ 3⅜″ GAUGE.									
86	Bengal and North-Western (c)	2-4-84	B. & N. W. Ry. Co.	1,248·33	...	1,248·33	1,248·33	225·58	1,473·91	(c) Receives land only from Government.
87	Bengal Dooars extensions. (c)	20-4-00	B. D. Ry. Co.	121·80	...	121·80	121·80	16·21	138·01	
88	Mirpur Khas-Jhudo (c)	18-4-09	J. B. Ry.	50·43	...	50·43	50·43	2·71	53·14	
89	Mirpur Khas-Khadro	1-1-12		49·50	...	49·50	49·50	3·02	52·52	
90	Rohilkund and Kumaon.	12-10-84	R. & K. Ry. Co.	258·72	...	258·72	258·72	33·27	291·99	
	Total	...	...	2,728·78	...	1,728·78	1,728·78	280·79	2,009·57	
	2′ 6″ GAUGE.									
91	Barsi Light (c) ...	1-3-97	B. Lt. Ry. Co.	117·50	...	117·50	117·50	14·75	132·25	
92	Dehri-Rohtas Light	6-2-11	D. R. Lt. Ry. Co.	23·83	...	23·83	23·83	4·67	28·50	
93	Shahdara (Delhi)-Saharanpur Light. (c)	7-5-07	S. S. Lt. Ry. Co.	92·50	...	92·50	92·50	8·62	101·12	
	Total	...	...	233·83	...	233·83	233·83	28·04	261·87	
	Total VI ...	...	...	2,169·01	...	2,169·01	2,169·01	341·51	2,510·52	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1921.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31st MARCH 1921.			TRACK MILEAGE OPEN ON THE 31st MARCH 1921.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	VII.—COMPANIES' LINES SUBSIDIZED BY LOCAL GOVERNMENTS.									
94	3' 3⅜" Gauge. Dibru-Sadiya ...	15-8-82	Assam Rys. & Trading Co.	86·02	...	86·02	86·02	23·71	109·73	
	2' 0" Gauge.									
95	Darjeeling-Himalayan	23-8-80	D. H. Ry. Co.	51·07	...	51·07	51·07	9·34	60·41	
	Total VII...	...	...	137·09	...	137·09	137·09	33·05	170·14	
	VIII.—UNASSISTED COMPANIES' LINES.									
	3' 3⅜" Gauge.									
96	Ledo and Tikak Margherita colliery.	17-2-84	Assam Rys. and Trading Co.	5·23	...	5·23	5·23	12·05	17·28	
	2' 6" Gauge.									
97	Bengal Provincial ...	7-11-94	B. P. Ry. Co.	33·27	...	33·27	33·27	2·31	35·58	
98	Madaya Light ...	10-2-12	M. Lt. Ry. Co.	16·00	...	16·00	16·00	1·35	17·35	
	Total ...	...	...	49·27	...	49·27	49·27	3·66	52·93	
	2' 0" Gauge.									
99	Jagadhri Light ...	11-3-11	J. Lt. Ry. Co.	3·31	...	3·31	3·31	0·55	3·86	
100	Kulasekarapatnam Light.	18-7-15	(a)	32·00	...	32·00	32·00	...	32·00	(a) East India Distilleries and Sugar Factories, Ltd. of Madras.
	Total ...	...	...	35·31	...	35·31	35·31	0·55	35·86	
	Total VIII ...	...	...	89·81	...	89·81	89·81	16·26	106·07	
	IX.—DISTRICT BOARD LINES.									
	5' 6" Gauge.									
101	Suramangalam-Salem	1-6-17	S. I. Ry. Co.	3·86	...	3·86	3·86	2·05	5·91	
102	Tenali-Repalli ...	18-3-16	M. & S. M. Ry. Co.	21·41	...	21·41	21·41	1·17	22·58	
	Total ...	...	...	25·27	...	25·27	25·27	3·22	28·49	
	3' 3⅜" Gauge.									
103	Bezwada-Masulipatam	4-2-08	M. & S. M. Ry. Co.	51·80	...	51·80	51·80	7·07	58·87	
104	Podanur-Pollachi ...	15-10-15	S. I. Ry. Co.	25·04	...	25·04	25·04	1·74	26·78	
105	Tanjore District Board.	2-4-94	S. I. Ry. Co.	134·88	...	134·88	134·88	13·13	148·01	
	Total ...	...	...	211·72	...	211·72	211·72	21·94	233·66	
	Total IX ...	...	...	236·99	...	236·99	236·99	25·16	262·15	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1921.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1921.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1921.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	X.—COMPANIES' LINES SUBSIDIZED BY DISTRICT BOARDS.									
	3′ 3¾″ Gauge.									
106	Bengal Dooars ...	15-1-93	B. D. Ry. Co.	36·40	...	36·40	36·40	5·53	41·93	
	2′ 6″ Gauge.									
107	Arrah-Sasaram Light	6-3-11	A. S. Lt. Ry. Co.	65·16	...	65·16	65·16	5·00	70·16	
108	Baraset-Basirhat Light.	1-2-05	B. B. Lt. Ry. Co.	52·24	...	52·24	52·24	4·13	56·37	
109	Bukhtiarpur-Bihar Light.	1-7-03	B. B. Ry. Co	33·00	...	33·00	33·00	3·52	36·52	
110	Jessore-Jhenidah ...	1-10-13	J. J. Ry. Co.	37·00	...	37·00	37·00	1·76	38·76	
111	Tezpore-Balipara Light.	9-8-94	T. B. Lt. Ry. Co.	20·10	...	20·10	20·10	1·11	21·21	
	Total ...	...	...	207·50	...	207·50	207·50	15·52	223·02	
	2′ 0″ Gauge.									
112	Howrah-Amta Light	1-7-97	H. A. Lt. Ry Co.	43·87	...	43·87	43·87	5·59	49·46	
113	Howrah-Sheakhala Light.	2-8-97	H. S. Lt. Ry. Co.	19·75	...	19·75	19·75	1·22	20·97	
	Total ...	...	...	63·62	...	63·62	63·62	6·81	70·43	
	Total X ...	...	...	307·52	...	307·52	307·52	27·86	335·38	
	XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.									
	3′ 3¾″ Gauge.									
114	Bhavnagar State ...	20-12-80	Bhavnagar Durbar.	(a) 217·29	...	217·29	217·29	31·96	249·25	(a) Includes 1·21 miles of Dock estate line worked for goods traffic only.
115	Bikaner ...	9-12-91	J. B. Ry. ...	497·66	...	497·66	497·66	31·61	529·27	
116	Birur-Shimoga ...	1-12-99	Mysore Durbar.	37·50	...	37·50	37·50	5·00	42·50	
117	Chickjajur-Chitaldrug	5-1-21	Mysore Durbar.	20·90	...	20·90	20·90	...	20·90	
118	Gondal	19-1-81	Gondal Ry....	106·24	...	106·24	106·24	11·63	117·87	
119	Jamnagar ...	8-4-97	Navanagar Durbar.	(b) 54·22	...	54·22	54·22	3·78	58·00	(b) Includes 3·98 miles from Jamnagar to Bedi Bandar worked for goods traffic only.
120	Jetalsar-Rajkot ...	12-4-93	Gondal Ry.	46 21	...	46·21	46·21	4·90	51·11	
121	Jodhpur ...	24-6-82	J. B. Ry. ...	609·26	...	609·26	609·26	61·31	670·57	
122	Junagad State ...	1-9-88	Junagad Durbar.	(c) 140·46	...	140·46	140·46	14·62	155·08	(c) Includes 0·78 mile of Dungarpur quarry line and 0·30 mile of Veraval Dock estate line worked for goods traffic only.
123	Khijadiya-Dhari ...	1-3-13	Gondal Ry.	37·22	...	37·22	37·22	4·52	41·74	
124	Morvi	4-3-05	Morvi Durbar	73·94	...	73·94	73·94	8·12	82·06	
125	Mysore ...	3-1-18	Mysore Durbar.	204·06	...	204·06	204·06	21·17	225·23	
126	Porbandar State ...	1-10-89	Gondal Ry.	(d) 41·29	...	41·29	41·29	6 79	48·08	(d) Includes 1·55 miles from Porbandar to Porbandar Docks and 3·70 miles of Ranawao quarry branch worked for goods traffic only.
127	Udaipur-Chitorgarh	1-8-95	Udaipur Durbar.	67·30	...	67·30	67·30	4·93	72·23	
	Total ...	...	...	2,153·55	...	2,153·55	2,153·55	210·34	2,363·89	
	2′ 6″ Gauge.									
128	Cutch State ...	18-5-05	Cutch Durbar	36·78	...	36·78	36·78	2·70	39·48	
129	Dholpur-Bari ...	24-2-08	Dholpur Durbar.	36·38	...	36·38	36·38	4·55	40·93	
130	Kolar District ...	15-12-13	Mysore Durbar.	63·51	...	63·51	63·51	(e) 4·33	67·84	(e) Includes sidings on the Bangalore-Chik Ballapur Light Railway, Serial No. 168.
131	Mohari-Barauli ...	10-2-17	Dholpur Durbar.	15·25	...	15·25	15·25	0·77	16·02	
132	Morvi	24-3-87	Morvi Durbar	18·89	...	18·89	18·89	2·43	21·32	
	Total ...	...	...	170·81	...	170·81	170·81	14·78	185·59	

APPENDIX 2—*contd.*

Mileage open on the 31st March 1921.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1921.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1921.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
XI—INDIAN STATE LINES WORKED BY INDIAN STATES—*concld.*										
	2′ 0″ Gauge.									
133	Gwalior Light ...	2-12-99	Gwalior Durbar.	249·96	...	249·96	249·96	12·43	262·39	
134	Mysore Light ...	15-1-15	Mysore Durbar.	26·75	...	26·75	26·75	0·50	27·25	
135	Pipar-Bilara Light	25-11-10	J. B. Ry. ...	25·25	...	25·25	25·25	0·77	26·02	
	Total ...	...	...	301·96	...	301·96	301·96	13·70	315·66	
	Total XI ...	...	...	2,626·32	...	2,626·32	2,626·32	238·82	2,865·14	
XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE.										
	5′ 6″ Gauge.									
136	Bhopal-Itarsi (Indian State section). ...	18-11-84	G. I. P. Ry. Co.	Included		with	Serial	No.	18.	
137	Bhopal-Ujjain ...	11-11-95		113·28	...	113·28	113·28	9·07	122·35	
138	Bina-Goona-Baran ...	23-9-95		147·07	...	147·07	147·07	11·65	158·72	
139	Jammu and Kashmir (Indian State section). (*a*)	15-3-90	N.W. Ry....	16·01	...	16·01	16·01	3·01	19·02	(*a*) The British section of this line forms an integral part of the North Western railway. (*b*) The British section of this line forms an integral part of the Delhi-Umballa-Kalka railway. (*c*) Included with the Delhi-Umballa-Kalka railway, Serial No. 85.
140	Jind-Panipat (Indian State section). (*b*)	1-11-16	E. I. Ry. Co.	25·90	...	25·90	25·90	(*c*)	25·90	
141	Khanpur-Chachran	2-7-11	N. W. Ry....	22·02	...	22·02	22·02	3·43	25·45	
142	Kolar Gold-fields ...	1-6-94	M. and S. M. Ry. Co.	9·88	...	9·88	9·88	5·73	15·61	
143	Ludhiana-Dhuri-Jakhal.	10-4-01	N. W. Ry.	78·65	...	78·65	78·65	5·88	84·53	
144	Nagda-Ujjain ...	15-7-96	B. B. & C. I. Ry. Co.	32·51	...	32·51	32·51	1·33	33·84	
145	Petlad-Cambay (Anand Tarapur section).	5-5-90		21·42	...	21·42	21·42	3·34	24·76	
146	Petlad-Cambay (Tarapur Cambay section)	20-6-01		12·36	...	12·36	12·36	3·81	16·17	
147	Rajpura-Bhatinda...	1-11-84	N. W. Ry. ..	108·04	...	108·04	108·04	21·66	129·70	
	Total ...	...	...	587·14	...	587·14	587·14	68·91	656·05	
	3′ 3⅜″ gauge.									
148	Cooch Behar State...	15-9-93	E. B. Ry.	33·09	...	33·09	33·09	2·49	35·58	
149	Dhrangadra ...	1-6-98	B. B. & C. I. Ry. Co.	40·15	...	40·15	40·15	(*d*)7·32	47·47	(*d*) Includes 2·56 miles of Dhrangadra quarry branch works for goods traffic only.
150	Gaekwar's Mehsana	21-3-87		230·84	...	230·84	230·84	27·60	258·44	
151	Hindupur (Yesvantpur Mysore Frontier).	15-12-92	M. & S. M. Ry. Co.	51·35	...	51·35	51·35	3·88	55·23	
152	Hingoli branch ...	15-5-12	N. G. S. Ry. Co.	50·31	...	50·31	50·31	0·86	51·17	
153	Jaipur State ...	10-11-05	B. B. & C. I. Ry. Co.	122·21	...	122·21	122·21	(*e*)10·84	133·05	(*e*) Includes 0·44 mile of 5′ 6″ gauge.
154	Kolhapur State ...	21-4-91	M. & S. M. Ry. Co.	29·27	...	29·27	29·27	1·89	31·16	
155	Sangli State ...	1-4-07		4·90	...	4·90	4·90	0·29	5·19	
156	Secunderabad-Gadwal	1-2-16	N. G. S. Ry. Co.	103·75	...	103·75	103·75	10·75	114·50	
157	Shoranur-Cochin ...	2-6-02	S. I. Ry. Co.	64·75	...	64·75	64·75	10·99	75·74	
158	Travancore (Indian State section) ...	1-6-04		95·96	...	95·96	95·96	(*f*)	95·96	(*f*) Included with the British section, Serial No. 40.
	Total ..	...	...	826·58	...	826·58	826·58	76·91	903·49	

APPENDIX 2—*concld.*

Mileage open on the 31st March 1921.

Serial No.	Names of railways under each classification by gauges.	Date of first opening for traffic.	Agency for working.	ROUTE MILEAGE OPEN ON THE 31ST MARCH 1921.			TRACK MILEAGE OPEN ON THE 31ST MARCH 1921.			Remarks.
				Single line.	Double, treble, etc., lines, as the case may be.	Total route mileage.	Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9	10	11
	XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE—*concld.*									
	2′ 6″ Gauge.									
159	Bilimora-Kalamba ...	23-7-14	B. B. & C. I. Ry. Co.	34·93	...	34·93	34·93	4·30	39·23	
160	Bodeli-Chhota Udaipur	1-12-17		22·56	...	22·56	22·56	(*a*)	22·56	(*a*) Included with the Gaekwar's Dabhoi railway, Serial No. 161.
161	Gaekwar's Dabhoi ...	8-4-73		187·18	...	187·18	187·18	(*b*) 23·93	211·11	(*b*) Includes sidings on the Bodeli-Chhota Udaipur railway, Serial No. 160.
162	Kosamba-Zankhvav	1-5-12		26·27	...	26·27	26·27	3·01	29·28	
163	Parlakimedi Light ...	1-4-00	B. N. Ry. Co.	24·62	...	24·62	24·62	1·75	26·37	
164	Petlad-Vaso ...	10-12-14	B. B. & C. I. Ry. Co.	19·25	...	19·25	19·25	3·11	22·36	
165	Rajpipla State ...	1-7-97		39·24	...	39·24	39·24	2·79	42·03	
	Total ...	...	...	354·05	...	354·05	354·05	38·89	392·94	
	Total XII.	...	...	1,767·77	...	1,767·77	1,767·77	184·71	1,952·48	
	XIII.—COMPANIES' LINES GUARANTEED BY INDIAN STATES.									
	5′ 6″ Gauge.									
166	Nizam's Guaranteed State.	9-10-74	N. G. S. Ry. Co.	(*c*)330·13	...	330·13	330·13	54·10	384·23	(*c*) Includes 5·82 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Hyderabad and Secunderabad over which both the Nizam's Guaranteed State and the Hyderabad-Godavari Valley railways' trains work.
	3′ 3⅜″ Gauge.									
167	Hyderabad Godavari Valley.	21-10-99	N. G. S. Ry. Co.	(*c*)391·02	0·38 (double)	391·40	391·78	54·39	446·17	
	2′ 6″ Gauge.									
168	Bangalore-Chik Ballapur Light.	15-9-14	Mysore Durbar.	38·69	...	38·69	38·69	(*d*)	38·69	(*d*) Included with Kolar District railway, Serial No. 130.
	Total XIII.	...	...	759·84	0·38	760·22	760·60	108·49	869·09	
	XIV.—LINES IN FOREIGN TERRITORY WORKED BY BRITISH INDIAN RAILWAY COMPANIES.									
	3′ 3⅜″ Gauge.									
169	Peralam-Karaikkal...	14-3-98	S. I. Ry. Co.	14·65	...	14·65	14·65	2·13	16·78	
170	Pondicherry ...	15-12-79		7·85	...	7·85	7·85	2·13	9·98	
171	West of India Portuguese.	17-1-87	M. & S. M. Ry. Co.	51·10	...	51·10	51·10	16·16	67·26	
	Total XIV.	...	...	73·60	...	73·60	73·60	20·42	94·02	
	GRAND TOTAL, ALL RAILWAYS.									
	...	...	...	33,984·37	3,044·50	37,028·87	40,239·98	8,870·72	49,110·70	

APPENDIX 3.

Mileage sanctioned or under construction on the 31st March 1921.

Name of railway.	Gauge.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned. Single line (Route mileage).	Mileage sanctioned. Second, third, etc., lines, as the case may be.	Mileage sanctioned. Total track (excluding sidings.)	Date of sanction.	Agency for construction.	Remarks.
1	2	3	4	5	6	7	8	9	10
I.—STATE LINES WORKED BY THE STATE.									
North Western ...	5′ 6″	Jamrud ...	Landikhana ...	(a)26·00	...	26·00	7-7-20	N. W. Ry.	(a) Work commenced.
		Kotri ...	Shahdadpur	...	(a & b) 63·75	63·75	20-2-13		(b) 2nd track.
		Khariro ...	Rohri						
Total 5′ 6″ ...	...	...	...	26·00	63·75	89·75			
Trans-Indus (Kalabagh-Bannu).	2′ 6″	Tank ...	Murtaza ...	(a)19·27	...	19·27	31-10-17	N. W. Ry.	
		Kaur ...	Khirgi ...	(a)13·86	...	13·86			
Total 2′ 6″ ...	...	...	...	33·13	...	33·13			
Total I ...	...	...	...	59·13	63·75	122·88			
II.—STATE LINES WORKED BY COMPANIES.									
Bengal-Nagpur ...	5′ 6″	Raipur ...	Parvatipuram	(c) 260·70	...	260·70	26-1-06	B. N. R. Co.	(c) Work on 37·48 miles only was closed down after commencement.
		Adra ...	Bhojoodih ...	...	(a & b) 18·45	18·45	27-12-12		
		Amda ...	Jamda ...	(a)65·62	...	65·62	27-8-19		
		Karkai bridge	Gomharia ...	...	(a & b) 4·48	4·48	24-6-14		
		Onlajori Jaipur	Sulapet Badampahar	(a)21·75	...	21·75	28-5-18		
		Extension to Sudamdih branch & Jeetpur connection.		(a)1·81	...	1·81	...		
		Bermo ...	Sawang ...	(a)6·00	...	6·00	29-9-20		
		Sawang ...	Duneya ...	(d)12·75	...	12·75	15-2-21		
		Chakardharpur	Sini ...	...	(a & b) 22·10	22·10	...		
				368·63	45·03	413·66			
East Indian ...	,,	Toposi-Baraboni Chord ...		(d)3·70	...	3·70	28-5-13	E. I. Ry. Co.	(d) Not commenced.
		North of Adjai river.	Pariarpur ...	(a)17·01	...	17·01	8-1-20		
		Katrasgarh ...	Phularitand ...	...	(a & b) 4·64	4·64	3-6-20		
		Burdwan ...	Khana Junction.	...	(a & e) 8·00	16·00	12-9-16		(e) 3rd and 4th tracks.
		Hazaribagh Road.	Gujhandi ...	...	(a & e) 32·84	32·84	19-11-17		
		Gurpa ...	Bandhua ...	...	(a & b) 18·98	18·98	19-11-17		
		Portions of Grand Chord line		...	(a & b) 40·59	40·59	19-11-17		
		Sakrighat line ...	...	(a) 1·80	...	1·80	16-12-20		
				22·51	105·05	135·56			
Great Indian Peninsula	,,	Amla ...	Nagpur ...	(a) 103·74	...	103·74	8-6-08	G. I. P. Ry. Co.	(f) This is an overhead connection of the Harbour Branch Extension.
		Tank Bundar	Victoria Terminus.	(a & f) 2·12	2·12	4·24	6-3-12		
		Majri ...	Rajur ...	(d)13 22	...	13·22	24-2-21		
				119·08	2·12	121·20			
Total 5′ 6″ ...	...	...	...	510·22	152·20	670·42			

APPENDIX 3—*contd.*

Mileage sanctioned or under construction on the 31st March 1921.

Name of railway.	Gauge.	Section sanctioned,		Mileage sanctioned.			Date of sanction.	Agency for construction.	Remarks.
		From	To	Single line (Route mileage.)	Second, third, etc., lines, as the case may be.	Total track (excluding sidings.)			
1	2	3	4	5	6	7	8	9	10
II—STATE LINES WORKED BY COMPANIES—*concld.*									
Alon-Saingbyin (Provincial).	3′ 3⅜″	Alon	... Saingbyin ...	(*a*)26·51	...	26·51	12-12-1	B. Rys. Co.	(*a*) Work commenced.
Bombay, Baroda and Central India.	,,	Dholka	... Dhanduka ...	(*a*)38·27	...	(*a*)38·27	6-1-21	B. B. C. I. Ry. Co.	
Moulmein-Ye (Provincial)	,,	Moulmein	... Ye ...	(*a*) 88·71	...	88·71	21-1-21	B. Rys. Co	
Pyinmana-Taungdwingyi (Provincial).	,,	Pyinmana	... Taungdwingyi	(*a*) 66·90	...	66·90	12-1-21	B. Rys. Co.	
Southern Shan States	,,	Heho	... Yawnghwe ...	(*b*)16·56	...	16·56	23-7-09	B. Rys. Co.	(*b*) Not commenced.
Total 3′ 3⅜″ ...	...	...	...	248·95	...	248·95			
Jubbulpore Gondia Extension.	2′ 6″	Khirsadoh	... Sirgora ...	(*b*)8·43	...	8·43	24-6-04	B. N. Ry. Co.	
Total II ...	...	...	...	755·60	152·20	915·80	...		
II (A).—BRANCH LINE COMPANY'S RAILWAY UNDER GUARANTEE TERMS, WORKED BY THE BRANCH LINE COMPANIES.									
Futwah-Islampur Light	2′ 6″	Futwah	... Islampur ...	(*a*) 27·00	...	27·00	24-9-15	F. I. Lt. Ry. Co.	
III (B).—BRANCH LINE COMPANY'S RAILWAY UNDER GUARANTEE TERMS, WORKED BY THE MAIN LINE.									
Katakhal-Lalabazar ...	3′ 3⅜″	Katakhal	... Lalabazar ...	(*a*)23·30	...	23·30	9-3-16	A. B. Ry. Co.	
IV (B).—BRANCH LINE COMPANY'S RAILWAY UNDER REBATE TERMS, WORKED BY THE MAIN LINE.									
Larkhana-Jacobabad ...	2′ 6″	Larkhana	... Dodapur ...	(*a*)54·23	...	54·23	9-3-16	L. J. (Sind) Lt. Ry. Co.	
IX.—DISTRICT BOARD LINES.									
Manamadura-Sivaganga	3′ 3⅜″	Manamadura...	Sivaganga ...	(*b*)12·43	...	12·43	2-12-15	S. I. Ry. Co.	
Tanjore District Board	,,	Mayavaram ...	Tranquebar ...	(*b*) 18·03	...	18·03	15-12-15		
Tinnevelly-Tiruchendur	,,	Tinnevelly ...	Tiruchendur...	(*c*)38·18	...	38·18	16-7-15		(*c*) Work stopped.
Total IX ...	...	...	...	68·64	...	68·64			

APPENDIX 3—*contd.*

Mileage sanctioned or under construction on the 31st March 1921.

Name of railway.	Gauge.	Section sanctioned.		Mileage sanctioned.			Date of sanction.	Agency for construction.	Remarks.
		From	To	Single line (Route mileage).	Second, third, etc., lines, as the case may be.	Total track (excluding sidings.)			
1	2	3	4	5	6	7	8	9	10
XI.—INDIAN STATE LINES WORKED BY INDIAN STATES.									
Bhavnagar State ...	3′ 3½″	Gadhakda ...	Mahuva ...	(a) 43·32	...	43·32	16-6-15	Bhavnagar Durbar.	(a) Work commenced.
		Dongar ...	Port Albert Victor.						
		Botad ...	Dhanduka ...	(a) 28·98	...	28·98	6-1-21		
				72·30	...	72·30			
Bikaner	,,	Bikaner ...	Kolayat ...	(a) 27·03	...	27·03	22-10-15	J. B. Ry.	(b) Not commenced.
		Hanumangarh	Sadulpur ...	(a) 105·00	...	105·00			
				132·03	...	132·03			
Birur-Shimoga ...	,,	Shimoga ...	Arasalu ...	(a) 26·80	...	26·80	28-6-16	Mysore Durbar.	
Jodhpur	,,	Marwar Juncn.	Sanderao ...	(c) 77·83	...	77·83	10-7-14	J. B. Ry.	(c) Work commenced on 21·5 miles.
Junagad State ...	,,	Jambur ...	Una ...	(d) 37·22	...	37·22	16-6-15	Junagad Durbar.	(d) Work commenced on 15·14 miles.
Mysore	,,	Nanjangud town	Hardanhalli ...	(a) 27·12	...	27·12	11-2-20	Mysore Durbar.	
Okhamandal ...	,,	Kuranga ...	Arthara ...	(a) 37·02	...	37·02	5-6-18	Baroda Durbar.	
Total 3′ 3½″ ...	...	.....	.....	410·32	...	410·32			
Cutch State ...	2′ 6″	Anjar ...	Bachau ...	(a) 23·75	...	23·75	20-11-13	Cutch Durbar.	
Dholpur-Bari ...	,,	Dholpur ...	Rajakhera ...	(b) 22·34	...	22·34	8-8-18	Dholpur Durbar.	
Total 2′ 6″ ...	...	.....	.....	46·09	...	46·09			
Mysore Light ...	2′ 0″	Agasanhadlu	Benkipur ...	(a) 24·50	...	24·50	2-7-18	Mysore Durbar.	
		Kammangundi	Benkipur ...	(a) 22·80	...	22·80	2-7-18		
		Tadasa ...	Hebbe ...	(e) 9·58	...	9·58	27-8-17		(e) Since opened.
Total 2′ 0″ ...	...	.....	.....	56·88	...	56·88			
Total XI ...	...	...	...	513·29	...	513·29			

APPENDIX 3—*concld.*

Mileage sanctioned or under construction on the 31st March 1921.

Name of railway.	Gauge.	Section sanctioned. From	Section sanctioned. To	Mileage sanctioned. Single line (Route mileage).	Mileage sanctioned. Second, third, etc., lines, as the case may be.	Mileage sanctioned. Total track (excluding sidings.)	Date of sanction.	Agency for construction.	Remarks.
1	2	3	4	5	6	7	8	9	10
XII.—INDIAN STATE LINES WORKED BY THE MAIN LINE.									
Balharshah-Warangal...	5′ 6″	Balharshah ...	Warangal ...	(*a*)149·50	...	149·50	18-3-21	N.G.S. Ry. Co.	(*a*) Work commenced.
Gaekwar's Mehsana ...	3′ 3⅜″	Khalipur ...	Khakhal ...	(*b*)17·22	...	17·22	15-3-12	Baroda Durbar.	(*b*) Not commenced.
		Wagrod ...	Khareda ...	(*b*)12·44	...	12·44	14-1-13		
		Vijapur ...	Ransipur ...	(*b*)14·01	...	14·01	21-6-20		
				43·67	...	43·67			
Jaipur State ...	,,	Palsana ...	Sikar ...	(*a*)16·80	...	16·80	5-10-14	Jaipur Durbar.	
		Sikar ...	Jhunjhun	(*a*)39·85	...	39·85	15-6-16		
				56·65	...	56·65			
Secunderabad-Gadwal...	,,	Wanaparti Rd.	Gadwal ...	(*a*)13·45	...	13·45	27-2-14	N. G. S. Ry. Co.	(*c*) Second track.
		Secunderabad	Falknuma ...	...	(*ac*) 8·89	8·89	...		
				13·45	8·89	22·34			
Trichinopoly-Pudukkottai.	,,	Trichinopoly...	Pudukkottai...	(*b*)31·93	...	31·93	4-8-16	S.I. Ry. Co.	
Total 3′ 3⅜″ ...	...	.....	...	145·70	8·89	154·59			
Bilimora-Kalamba ...	2′ 6″	Mahuva ...	Anaval ...	(*d*)17·91	...	17·91	11-5-14	Baroda Durbar.	(*d*) Held in abeyance.
Gaekwar's Dabhoi ...	,,	Motipura ...	Tankhala ...	(*a*)26·70	...	26·70	25-2-14		
		Choranda ...	Koral ...	(*a*)11·68	...	11·68	29-6-17		
				38·38	...	38·38			
Kosamba-Zankhvav ...	,,	Zankhvav ...	Bardipada ...	(*e*)22·57	...	22·57	23-2-14		(*e*) Dropped for the present.
Navsari-Kamrej Light...	,,	Navsari ...	Kamrej ...	(*a*)20·00	...	20·00	4-2-14		
Total 2′ 6″ ...	...	..	...	98·86	...	98·86			
Total XII ...	...	...	...	394·06	8·89	402·95			
GRAND TOTAL									
.....	...	...	...	1,895·25	224·81	2,128·09	...	...	...

APPEN

(i) Capital outlay during, and (ii) total capi

Railways.	Gauge.	Capital outlay during the financial year (In thousands of rupees.)					
		Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7	8
							STATE
							I.—WORKED BY
Open Lines:—							
Aden	3′ 3⅜″	33	10	...	...	3,21	3,64
Eastern Bengal	5′ 6″	32,37	46,31	...	—2	—14,52	64,64
Ditto	3′ 3⅜″ and 2′ 6″	10,77	16,98	2,07	...	...	29,82
North-Western Railway—							
Commercial	5′ 6″						
Military	5′ 6″						
Kalka-Simla	2′ 6″	1,36,07	1,26,92	7,34	1,51	22,12	2,93,96
Kohat Thal	〃						
Nowshera Durgai	〃						
Trans-Indus (Kalabagh-Bannu)	〃						
Nushki Extension	5′ 6″	8,17	...	...	—3,05	5,68	10,80
Oudh and Rohilkhand	5′ 6″	22,39	35,74	...	1	12,14	70,28
Cawnpore Barhwal	3′ 3⅜″						
Jorhat (Provincial)	2′ 0″	5	5	...	...	12	22
United Provinces (Distillery Siding) (Provincial)	3′ 3⅜″	—5	...	...	...	...	—5
Total	...	2,10,60	2,26,10	9,41	—1,55	28,75	4,73,31
Lines Under Construction:—							
Trans-Indus—							
Kaur-Kirgi	...	10,37	...	...	31	2,11	12,79
Tank-Murtaza	...	2,97	...	...	74	—19	3,52
North Western—							
Khyber Railway	...	5,22	...	...	2,52	1,49	9,23
New Capital Railway Works, Delhi	...	1,40	...	...	31	1,63	3,34
Total	...	19,96	...	...	3,58	5,04	28,88
Total I	...	2,30,56	2,26,10	9,41	2,33	33,79	5,02,19

DIX 4.

outlay to end of, the financial year 1920-21.

TOTAL CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)									
Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	Total.	Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds provided by the State.	REMARKS.
9	10	11	12	13	14	15	16	17	18
LINES.									
THE STATE.									
8,46	3,31	16	1,23	...	...	13,16	...	13,16	
16,33,21	5,75,29	23,46	1,05,51	2,16,99	1,13,64	40,11,63	...	40,11,63	
9,46,71	3,04,76	22,97	69,09	...					
64,16,58	24,01,62	19,06	3,88,40	3,19,56	2,93,38	98,38,60	...	98,38,60	
2,81,66	...	...	16,71	14,58	...	3,12,95	...	3,12,95	
15,57,94	5,35,07	...	1,11,86	75,95	1,03,60	23,84,42	...	23,84,42	
6,71	3,76	...	41	53	...	11,41	...	11,41	
1,73	...	...	...	...	...	1,73	...	1,73	
1,08,53,00	38,23,81	65,65	6,93,21	6,27,61	5,10,62	1,65,78,90	...	1,65,78,90	
10,87	...	...	31	2,11	...	12,79	...	12,79	
15,42	...	...	2,42	2,50	..	20,34	...	20,34	
5,22	...	...	2,52	1,49	...	9,23	...	9,23	
1,40	...	...	31	1,63	...	3,34	...	3,34	
32,41	...	...	5,56	7,73	...	45,70	...	45,70	
1,08,85,41	38,23,81	65,65	6,98,77	6,35,34	5,10,62	1,66,19,60	...	1,66,19,60	

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge	Capital outlay during the financial year. (In thousands of rupees.) Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7	8
II.—WORKED BY THE							
Open Lines.							
Assam-Bengal	3′ 3⅜″	19,74	18,69	6,46	3	12,14	57,06
Bengal-Nagpur	5′ 6″						
Gondia-Chanda	2′ 6″						
Jubbulpore-Gondia	,,						
Nagpur-Chhindwara	,,	42,73	3,12,13	—20	17	18,01	3,72,84
Purulia-Ranchi	,,						
Raipur-Dhamtari	,,						
Tumsar-Tirodi Light	,,						
Bezwada Extension	5′ 6″	51	...	...	...	...	51
Bombay, Baroda and Central India	5′ 6″						
,, ,, ,, ,, ,,	3′ 3⅜″	1,03,57	51,75	...	1,27	38,83	1,95,42
Broach-Jambusar	2′ 6″						
Burma Railways							
Main Line	3′ 3⅜″	14,84	3,30	2,01	35	17,48	37,48
Extensions	,,	56	1,21	...	...	...	1,77
Southern Shan States	,,	3,53	...	...	33	—1	3,68
East Indian Railway	5′ 6″	1,25,95	1,14,84	3	1,40	1,46,45	3,88,67
South Bihar	,,						
Great Indian Peninsula	5′ 6″	97,90	1,2 ,12	...	1,84	96,71	3,21,07
Agra-Delhi Chord	,,	1,13	...	...	...	...	1,13
Baran-Kotah	,,	...	...	...	...	...	...
Bhopal-Itarsi	,,	2,56	...	...	...	...	2,56
Cawnpore-Banda	,,	47	...	...	...	...	47
Jodhpur-Hyderabad (British section)	3′ 3⅜″	44	...	...	...	...	44
Lucknow-Bareilly	,,	1,62	1,55	...	...	—2,81	96

DIX 4—*contd.*

outlay to end of, the financial year 1920-21.

Total Capital outlay to end of the financial year. (In thousands of rupees.)							Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds provided by the State.	Remarks.
Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	Total.			
9	10	11	12	13	14	15	16	17	18
COMPANIES.									
13,01,37	2,38,87	75,16	1,43,60	58,01	...	18,17,01	3,67,59	14,49,42	
26,20,45	14,94,69	47,86	1,94,02	2,87,58	...	48,44,60	13,90,19	34,54,41	
11,85	...	...	1,17	...	...	13,02	...	13,02	
31,26,82	10,57,85	...	2,06,99	2,45,53	4,13,53	50,50,72	2,49,00	48,01,72	Includes the capital outlay on the Patri Branch (Rs. 8,08,405) and the outlay incurred by the state on the Palanpur-Deesa Railway.
13,02,90	3,29,57	17,39	1,16,27	59,50	...	18,25,63	6,69,67	11,55,96	
1,72,29	29,72	2,42	16,14	...	...	2,20,57	...	2,20,57	
1,39,19	7,23	...	17,44	37	...	1,64,23	...	1,64,23	
46,76,89	23,12,79	2,09	6,08,34	6,05,15	6,55,00	88,62,26	27,66,99	60,95,27	
47,53,08	16,35,60	...	2,85,75	3,94,35	14,85,92	85,54,70	4,87,97	80,66,73	
1,39,14	14,40	...	6,83	...	...	1,50,36	...	1,50,36	
42,54	4,07	...	2,89	...	...	49,50	...	49,50	
89,93	56	...	3,62	...	...	94,11	...	94,11	Including outlay (Rs. 50 lakhs) incurred by the Bhopal Durbar.
77,55	...	...	4,05	...	...	81,60	...	81,60	
42,76	7	27	3,08	...	...	46,18	...	46,18	
1,41,61	55,99	...	8,27	16,21	...	2,22,08	—83	2,22,91	Includes Rs. 1,62,000 on account of Porwayan Light Railway.

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay during the financial year. (In thousands of rupees.)					
		Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7	8
Madras and Southern Mahratta	5′ 6″	29,45	55,70	...	9	40,39	1,25,63
Ditto ditto	3′ 3⅜″	1,09	43,56	...	...	—13,28	31,37
Bangalore-Harihar	,,	2,14	53	...	...	...	2,67
Alnavar-Dandeli	,,	17	...	...	...	...	17
Dhone-Kurnool	,,	...	...	...	...	...	...
South Indian	5′ 6″	11,75	51,54	11	44	41,25	1,05,09
Ditto (including Mettupalaiyam-Coonoor and Morappur-Dharmapuri sections and Tirupattur-Krishnagiri Railway).	3′ 3⅜″						
Conoor-Ootacamund	,,	—6	4,41	...	...	...	4,35
Dharmapuri-Hossur	2′ 6″	—37	...	...	—14	—10	—61
Travancore (British Section)	3′ 3⅜″	1	—1	...	...	...	...
Ditto (Indian State Section)	,,	—22	2,84	...	2	—2,41	23
Tirhoot	,,	3,05	1,83	...	—2	5,89	10,75
Total		4,62,06	7,88,99	8,41	5,28	3,98,97	16,63,71
Lines under construction.							
Bengal Nagpur—							
Parvatipur Singapur	5′ 6″	10	...	...	1	...	11
Onlajori-Badam Pahar	,,	7,94	...	...	72	...	8,63
Amda-Jamda	,,	22,54	...	...	2,22	5	24,81
Vizigapatam Harbour	,,	9,77	...	...	...	...	9,77
Burmo-Duneya	,,	84	...	...	14	...	98
Bombay, Baroda and Central India—							
Dholka-Dhanduka	3′ 3⅜″	5,29	...	...	45	...	5,74
Burma—							
Pyinmana-Magwe	3′ 3⅜″	—1,17	...	...	—18	—30	—1,65
Alon-Saingbyin	,,	4,01	...	...	34	...	4,35
Moulmein-Ye	,,	4,49	...	...	63	1	5,13
Pyinmana-Taungdwingyi	,,	9,01	...	...	93	9	0 03
Great Indian Peninsula Railway—							
Harsi-Nagpur	5′ 6′	4,72	...	...	84	...	5,56
Bombay Harbour extension	,,	4	...	...	2	...	6
Total	...	67,58	...	...	6,12	—15	73,55
Total II		5,29,64	7,88,99	8,41	11,40	3,98,82	17,37,26
Unclassified Expenditure		...	...	...	...	...	1,69,05
Total State Railways	...	7,60,20	10,15,09	17,82	13,73	4,32,61	24,08,56

DIX 4—*contd.*

outlay to end of, the financial year 1920-21.

Total capital outlay to end of the financial year. (In thousands of rupees.)							Outlay from funds raised by either Companies, District Boards or Indian States.	Outlay charged to funds provided by the State.	Remarks.
Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	Total.			
9	10	11	12	13	14	15	16	17	18
17,77,86	1,99,54	—1	4,95	1,29,83	2,56,19	38,14,49	11,52,59	26,61,90	
12,93,70	1,06,48	...	3,99	41,96					
1,37,26	...	...	...	6,20	...	1,43,46	...	1,43,46	
8,81	...	...	...	...	...	8,81	...	8,81	
9,35	...	...	83	...	...	10,18	...	10,18	
12,59,46	4,23,06	28,75	1,10,22	1,05,06	98,93	20,25,48	4,83,36	15,42,12	
28,85	15,52	...	3,06	...	...	47,43	...	47,43	
14,64	2,58	...	3,47	...	...	20,69	...	20,69	
33,48	5,65	...	4,55	...	...	43,68	...	43,68	
1,41,48	11,80	21	16,26	85	...	1, 0,60	...	1,70,60	
5,93,14	1,40,92	11,46	43,66	31,59	...	8,20,77	...	8,20,77	
2,41,28,40	80,36,93	1,85,60	18,09,44	19,82,19	29,09,57	3,91,02,16	75,66,53	3,15,35,63	
2,25	...	...	46	...	...	2,71	...	2,71	
11,61	...	...	1,71	1	...	13,33	...	13,33	
25,31	...	...	2,96	7	...	28,34	...	28,34	
9,77	...	...	...	...	...	9,77	...	9,77	
84	...	...	13	1	...	98	...	98	
5,29	...	...	45	...	...	5,74	...	5,74	
...	...	...	...	...	...	...	...	...	Work taken over by (Provl.) Government.
4,01	...	...	34	...	...	4,35	...	4,35	
4,49	...	...	63	1	...	5,13	...	5,13	
9,01	...	...	93	9	...	10,03	...	10,03	
75,95	22,76	...	9,17	...	...	1,07,88	...	1,07,88	
34,65	...	...	1,20	...	...	35,85	...	35,85	
1,83,18	22,76	...	17,98	19	...	2,24,11	...	2,24,11	
2,43,11,58	81,09,72	1,85,60	18,27,42	19,82,38	29,09,57	3,93,26,27	75,66,53	3,17,59,74	
...	...	...	...	...	...	—1,13,72	...	—1,13,72	
3,51,96,99	1,19,33,53	2,51,25	25,23,19	26,17,72	34,20,19	5,58,32,15	75,66,53	4,82,65,62	

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay during the financial year. (In thousands of rupees.) Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7	8
			III.—BRANCH LINE COMPANIES.				
			(A) Worked by the Branch				
OPEN LINES.							
Ahmadpur-Katwa	2′ 6″	2	...	...	...	...	2
Arakan Light	,,	...	...	...	...	...	...
Bankura-Damoodar River	,,	7	...	...	...	...	7
Burdwan-Katwa	,,	11	2	...	...	...	13
Kalighat-Falta	,,	36	1	...	...	...	37
TOTAL	...	56	3	...	...	...	59
LINE UNDER CONSTRUCTION.							
Futwah-Islampur	2′ 6″	3,37	27	...	48	1,07	5,19
TOTAL III (A)	...	3,93	30	...	48	1,07	5,78
			(B) Worked by				
OPEN LINES.							
Hardwar-Dehra	5′ 6″	30	...	...	...	...	30
Chaparmukh-Silghat	2′ 3½″	3,45	...	...	15	—7	3,53
Dasghara-Jamalpurganj	2′ 6″	...	17	...	...	...	17
TOTAL	...	3,75	17	...	15	—7	4,00
LINE UNDER-CONSTRUCTION.							
Katakhal-Lalabazar	3′ 3½″	6	...	...	...	...	6
TOTAL III (B).	...	3,81	17	...	15	—7	4,06

DIX 4—*contd.*

outlay to end of, the financial year 1920-21.

CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES).						TOTAL.	Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds raised by the State.	REMARKS.
Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the Accounts.	Premia paid by Government in the purchase of Companies' lines.				
9	10	11	12	13	14	15	16	17	18
RAILWAYS UNDER GUARANTEE TERMS.									
Line Company.									
15,19	2,05	...	1,83	69	...	19,76	19,76	...	
28,81	16	...	1,54	27	...	30,78	30,78	...	
27,16	4,45	...	3,63	47	...	35,71	35,71	...	
13,38	2,87	...	1,64	28	...	18,17	18,17	...	
11,27	4,94	...	1,59	62	...	18,42	18,42	...	
95,81	14,47	...	10,23	2,33	...	1,22,84	1,22,84	...	
7,76	1,49	...	3,00	92	...	13,17	13,17	...	
1,03,57	15,96	...	13,23	3,25	...	1,36,01	1,36,01	...	
the Main Line.									
28,41	...	...	2,58	...	...	30,99	30,99	...	
27,02	...	...	1,74	19	...	28,95	28,95	...	
1,94	79	...	19	5	...	2,97	2,97	...	
57,37	79	...	4,51	24	...	62,91	62,91	...	
2,60	...	...	51	60	...	3,71	3,71	...	
59,97	79	...	5,02	84	...	66,62	66,62	...	

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay during the financial year. (In thousands of rupees).					
		Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7	8
							IV.—BRANCH LINE COM
							(A) Worked by
Champaner Shivrajpur-Pani Light	2'6"	11	10	...	...	...	21
Godhra-Lunavada	,,	1	...	...	7	...	8
Nadiad-Kapadvanj	,,	2	23	...	...	...	25
Total IV (A)		14	33	...	7	...	54
							(B) Worked by the
Open Lines.							
Amritsar-Patti	5'6"	16	...	...	...	...	16
Hoshiarpur-Doab—							
Jullundur-Mukerian	,,	41	...	...	2	...	43
Phagwara-Rahon	,,	10	...	...	...	...	10
Mandra-Bhaun	,,	...	...	...	...	...	...
Panposh-Raipura	,,	1,80	...	...	...	...	1,80
Sara-Sirajganj	,,	30	2	...	...	...	32
Sialkot-Narowal	,,	1	...	...	...	...	1
Southern Punjab—							
Main line	,,	5,74	...	...	...	...	5,74
Jullundur-Doab	,,	22	...	...	...	...	22
Ludhiana Extension	,,	...	...	...	...	...	...
Sutlej Valley*	,,	...	...	...	..	...	...
Tapti Valley	,,	37	...	...	...	...	37
Ahmedabad-Pholka	3'3⅜"	2	...	...	...	...	2
Ahmedabad-Parantij	,,	1	...	...	...	...	1
Dhond-Baramati	2'6"	2	...	...	...	...	2
Ellichpur-Yeotmal (including Pulgaon-Arvi railway)	,,	34	14	...	...	...	48
Jacobabad-Kashmor	,,	4	...	...	...	...	4
Khulna-Bagerhat	,,	—11	38	...	...	...	27
Total carried over		9,43	54	...	2	...	9,99

DIX 4—*contd.*

outlay to end of the financial year 1920-21.

CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)						TOTAL.	Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds raised by the State.	REMARKS.
Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.				
9	10	11	12	13	14	15	16	17	18
PANIES UNDER REBATE TERMS.									
the Branch Line Company.									
10,83	2,73	...	3,31	...	...	16,77	16,77	...	
8,44	1,56	...	3,24	...	...	13,24	13,24	...	
8,64	2,35	...	2,52	1,67	...	15,18	15,18	...	
27,91	6,64	...	8,97	1,67	...	45,19	45,19	...	
Main Line.									
32,95	...	...	1,32	...	...	34,27	34,27	...	
29,22	...	...	1,88	...	...	31,10	31,10	...	
24,35	...	...	1,71	...	...	26,06	26,06	...	
21,58	...	...	2,35	...	...	23,93	23,93	...	
16,00	...	...	...	...	...	16,00	16,00	...	
81,57	...	6	5,82	...	...	87,45	87,45	...	
25,77	...	...	1,78	...	...	27,55	27,55	...	
2,67,69	...	...	15,74	...	...	2,83,43	2,83,43	...	
1,25,77	...	...	7,30	...	...	1,33,07	1,33,07	...	
88,67	...	...	4,66	...	...	93,33	93,33	...	*Temporarily dismantled.
1,44,97	...	...	8,14	...	...	1,53,11	1,53,11	...	
1,22,35	...	...	10,43	...	...	1,32,78	1,32,78	...	
10,39	...	...	83	...	...	11,22	11,22	...	
33,47	3	...	3,75	...	...	37,25	37,25	...	
9,35	1,77	...	66	1	...	11,79	11,79	...	
65,41	13,46	...	5,49	51	...	84,87	84,87	...	
16,61	4,84	...	92	...	...	22,37	22,37	...	
6,19	1,13	8	69	...	...	8,09	8,09	...	
11,22,31	21,23	14	73,47	52	...	12,17,67	12,17,67	...	

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay during the financial year. (In thousands of rupees.) Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7	8
IV.—BRANCH LINE COMPANIES							
(B) Worked by the							
Brought forward .	...	9,43	54	...	2	...	9,99
Mayurbhanj	2′ 6″	1,91	...	...	8	...	1,99
Pachora-Jamner	,,	17	1	...	1	...	19
Darjeeling-Himalayan Extensions	2′ 0″	7	...	...	15	...	22
Katheran Light	,,	...	...	...	Information not available.		
Total .	...	11,58	55	...	26	...	12,39
Line under construction.							
Larkhana-Jacobabad	2′ 6″	3,22	...	...	34	47	4,03
Total IV (B) .	...	14,80	55	...	60	47	16,42
V. BRANCH LINE COMPANIES' RAILWAYS							
Mymensingh-Bhairab Bazar	3′ 3½″	1,31	...	...	2	...	1,33
Total V .	...	1,31	...	...	2	...	1,33
VI. COMPANIES' LINES SUBSIDIZED							
Open Lines.							
Delhi-Umbala-Kalka	5′ 6″	93	...	...	...	...	93
Bengal and North-Western	3′ 3¾″	2,92	15,77	—3	—6	...	18,60
Bengal Dooars Extensions	,,	35	2	...	...	...	37
Mirpur Khas-Jhudo	,,	1	...	...	...	...	1
Mirpur Khas-Khadro	,,	1	...	...	...	...	1
Rohilkund and Kumaon	,,	5,06	2,95	...	...	...	8,01
Barsi Light	2′ 6″	—12	8	...	1	...	—3
Dehri-Rohtas Light	,,	28	50	...	...	...	78
Shahdara (Delhi)-Saharanpur Light	,,	8	...	...	...	...	8
Total VI .	...	9,52	19,32	—3	—5	...	28,76

DIX 4—*contd.*

outlay to end of, the financial year 1920-21.

CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)									
Works.	Rolling stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	TOTAL.	Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds raised by the State.	REMARKS.
9	10	11	12	13	14	15	16	17	18
UNDER REBATE TERMS.—*concld.*									
***Main Line*—concld.**									
11,22,31	21,23	14	73,47	52	...	12,17,67	12,17,67	...	
20,66	1,89	...	1,42	1	...	23,48	23,48	...	
14,28	83	...	1,48	...	...	16,59	16,59	...	
40,43	5,02	...	9,41	...	...	54,86	54,86	...	
...	...	...	Information not available.			...	...	...	
11,97,68	28,47	14	85,78	53	...	13,12,60	13,12,60	...	
11,23	4	...	41	81	...	12,49	12,49	...	
12,08,91	28,51	14	86,19	1,34	...	13,25,09	13,25,09	...	
UNDER GUARANTEE AND REBATE TERMS.									
*1,01,28	...	...	7,74	38	...	1,09,40	1,09,40	...	
1,01,28	...	...	7,74	38	...	1,09,40	1,09,40	...	
BY THE GOVERNMENT OF INDIA.									
1,83,57	...	...	14,01	...	...	1,97,58	1,97,58	...	
6,94,31	1,83,94	22,40	57,81	23,23	...	9,81,69	9,81,69	...	
87,01	12,67	...	7,81	4,28	...	1,11,77	1,11,77	...	
6,78	...	...	58	...	...	7,36	7,36	...	
7,68	...	...	58	...	...	8,26	8,26	...	
1,22,78	37,23	...	11,96	29	...	1,72,26	1,72,26	...	
58,96	20,56	...	4,94	2,65	...	87,11	87,11	...	
4,85	3,19	...	37	28	...	8,69	8,69	...	
30,93	9,40	...	3,79	1,39	...	45,51	45,51	...	
11,96,87	2,66,99	22,40	1,01,85	32,12	...	16,20,23	16,20,23	...	

*Includes Rs. 14,40,000 for land provided by Government.

APPEN

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay during the financial year. (In thousands of rupees.) Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7	8
VII.—COMPANIES' LINES SUBSIDIZED							
Dibru-Sadiya	3′ 3⅜″	18	1,60	...	...	...	1,78
Darjeeling-Himalayan	2′ 0″	5	28	...	...	...	33
Total VII	...	23	1,88	...	...	...	2,11
VIII.—UNASSISTED							
Lodo and Tikak-Margherita Colliery	3′ 3⅜″	...	...	...	...	...	...
Bengal Provincial	2′ 6″	...	...	...	...	...	...
Madaya Light	,,	53	74	...	...	...	1,27
Jagadhri Light	2′ 0″	1	...	...	...	...	1
Kulasekarapatnam Light	,,	1	39	...	...	...	40
Total VIII	...	55	1,13	...	...	...	1,68
IX.—DISTRICT							
Open Lines—							
Suramangalam-Salem	5′ 6″	5	...	...	...	...	5
Tenali-Repalle	,,	—1	...	...	...	...	—1
Bezwada-Masulipatam	3′ 3⅜″	2	...	...	...	...	2
Podanur-Pollachi	,,	13	...	...	...	...	13
Tanjore District Board	,,	16	...	...	...	...	16
Total	...	35	...	...	...	...	35
Lines under construction.—							
Manamadura-Sivaganga	3′ 3⅜″	6	...	...	...	...	6
Tinnevelly-Tiruchendur	,,	—46	...	...	—2	—2,25	—2,73
Total	...	—40	...	...	—2	—2,25	—2,67
Total IX	...	—5	...	...	—2	—2,25	—2,32
X.—COMPANIES' LINES SUBSIDIZED							
Bengal Doors	3′ 3⅜″	31	...	...	...	...	31
Arrah-Sasaram Light	2′ 6″	...	...	...	...	...	...
Baraset-Basirhat Light	,,	...	...	...	...	...	...
Bukhtiarpur-Bihar Light	,,	...	...	...	...	...	...
Jessore-Jhenidah	,,	16	...	...	...	...	16
Tezpur-Balipara Light	,,	...	...	...	...	...	...
Howrah-Amta Light	2′ 0″	...	—3	...	...	...	—3
Howrah-Sheakhala Light	,,	...	...	...	...	...	...
Total X	...	47	—3	...	...	...	44

DIX 4.—*contd.*

outlay to end of, the financial year 1920-21.

CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR (IN THOUSANDS OF RUPEES.)							Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds raised by the State.	REMARKS.
Works.	Rolling Stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	Total.			
9	10	11	12	13	14	15	16	17	18
BY LOCAL GOVERNMENTS.									
64,10	39,75	23	17,96	1,00	...	1,23,04	1,23,04	...	
32,07	9,57	...	...	5,85	...	47,49	47,49	...	
96,17	49,32	23	17,96	6,85	...	1,70,53	1,70,53	...	
COMPANIES' LINES.									
16,94	Details not	available.	...	...	...	16,94	16,94	...	
8,77	2,67	1	...	51	...	11,96	11,96	...	
7,73	74	...	...	...	...	8,47	8,47	...	
60	39	...	12	...	...	1,11	1,11	...	
3,36	2,22	...	67	...	...	6,25	6,25	...	
37,40	6,02	1	79	51	...	44,73	44,73	...	
BOARDS' LINES.									
4,55	...	...	23	...	...	4,78	4,78	...	
13,73	...	...	1,14	...	...	14,87	14,87	...	
20,95	...	...	1,60	...	...	22,55	22,55	...	
8,45	1,79	...	1,28	...	...	11,52	11,52	...	
59,50	...	...	6,75	2	..	66,27	66,27	...	
1,07,18	1,79	...	11,00	2	...	1,19,99	1,19,99	...	
6	...	...	...	...	...	6	6	...	
5,45	...	...	1,17	91	...	7,53	7,53	...	
5,51	...	...	1,17	91	...	7,59	7,59	...	
1,12,69	1,79	...	12,17	93	...	1,27,58	1,27,58	...	
BY DISTRICT BOARDS.									
24,85	5,25	1,35	2,16	...	...	33,61	33,61	...	
18,64	3,64	...	11	26	...	22,65	22,65	...	
18,78	4,56	...	...	86	...	24,20	24,20	...	
10,12	3,49	...	...	59	...	14,20	14,20	...	
10,83	2,84	...	74	6	...	14,47	14,47	...	
3,20	1,60	...	7	...	...	4,87	4,87	...	
16,59	8,67	...	...	2,35	...	27,61	27,61	...	
4,88	2,33	...	...	64	...	7,85	7,85	...	
1,07,89	32,38	1,35	3,08	4,76	...	1,49,46	1,49,46	...	

APPEN

(i) *Capital outlay during, and (ii) total capital*

Railways.	Gauge.	Capital outlay during the financial year. (In thousands of rupees.)					
		Works.	Rolling stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7	8
							XI—INDIAN STATE LINES
OPEN LINES—							
Bhavnagar State	3' 3½"	1,87	43	...	5	...	2,35
Bikaner	,,	1,64	13,46	...	...	...	15,10
Birur-Shimoga	,,	...	...	...	...	...	...
Chickjajur-Chitaldrug	,,	5,92	...	...	33	5	6,30
Gondal	,,	4	3,69	...	...	...	3,73
Jamnagar	,,	21	...	...	...	...	21
Jetalsar-Rajkot	,,	30	...	...	...	...	30
Jodhpur	,,	3,99	12,57	...	...	...	16,56
Junagad State	,,	72	2,51	...	1	4,20	7,44
Khijadiya-Dhari	,,	...	...	...	...	...	...
Morvi (including 2' 6" gauge)	,,	—5	4	...	...	...	—1
Mysore	,,	3,11	7,53	...	—16	—4,62	5,86
Porbandar State	,,	4	...	...	...	...	4
Udaipur-Chitorgarh	,,	...	...	...	...	...	...
Cutch State	2' 6"	...	...	...	1	...	1
Dholpur-Bari including Mohari-Barauli*	,,	4	24	...	...	...	28
Kolar District	,,	—3	1,40	...	—1	—2	1,34
Gwalior Light	2' 0"	5,67	...	...	...	...	5,67
Mysore Light	,,	11	8	...	...	—5	14
Pipar-Bilara Light	,,	...	...	...	...	...	...
TOTAL	...	23,58	41,95	...	23	—44	65,32
LINES UNDER CONSTRUCTION—							
Gadhakda to Mahuva with branch to Port Albert Victor	3' 3½"	2,75	...	...	18	37	3,30
Botad to Dhanduka	,,	4,34	...	...	7	...	4,41
Bikaner to Kolayat	,,	1	...	...	...	...	1
Hanumangarh to Sadulpur	,,	70	...	...	...	16	86
Shimoga to Arasalu	,,	1,41	...	...	38	2	1,81
Marwar Junction to Sanderao	,,	2,70	...	...	7	...	2,77
Jambur to Una	,,	2,25	...	...	12	5,23	7,60
Nanjangud town to Hardanhalli	,,	70	...	...	21	...	91
Okhamandal	,,	1,82	...	...	40	4,39	6,61
Anjar to Bachau	2' 6"	9	...	...	...	...	9
Dholpur to Rajakhera	,,	11	...	...	2	...	13
Agasanhadlu to Benkipur	2' 0"	2,88	...	...	30	...	3,1
Kammangundi to Benkipur	,,	3,32	...	...	28	...	3,60
Tadasa to Hebbe	,,	71	...	...	7	—2	76
TOTAL	...	23,79	...	...	2,10	10,15	36,04
Total XI	...	47,37	41,95	...	2,33	9,71	1,01,36

DI X 4.—*contd.*

outlay to end of the financial year 1920-21.

CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)							Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds raised by the State.	REMARKS.
Works.	Rolling-stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	TOTAL.			
9	10	11	12	13	14	15	16	17	18
WORKED BY INDIAN STATES.									
1,00,13	20,85	...	5,32	3,91	...	1,30,21	1,30,21	...	
94,97	41,56	...	1,77	3	...	1,38,33	1,38,33	...	
22,83	...	...	1,63	...	...	24,46	24,46	...	
9,04	...	...	1,34	5	...	10,43	10,43	...	
46,43	13,92	...	2,48	8,17	...	71,00	71,00	...	
19,01	4,36	...	95	3,36	..	27,68	27,68	...	
16,07	...	...	83	19	...	17,09	17,09	...	
1,35,84	80,28	..	1,66	19,20	...	2,36,98	2,36,98	...	
62,85	11,85	...	2,70	11,41	...	88,81	88,81	...	
18,15	...	...	1,65	12	...	19,92	19,92	...	
36,57	14,75	...	1,59	3,38	...	56,29	56,29	...	
1,17,61	31,12	...	11,64	3,94	...	1,64,31	1,64,31	...	
10,07	5,62	...	69	39	...	16,77	16,77	...	
17,50	4,25	...	1,11	...	...	22,86	22,86	...	* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari-Barauli section.
8,14	1,45	...	1,37	...	...	10,96	10,96	...	
9,80	3,33	...	49	...	...	13,62	13,62	...	
14,32	4,43	...	1,50	66	...	20,91	20,91	...	
68,22	10,02	...	4,55	...	...	82,79	82,79	...	
4,29	1,11	...	46	63	...	6,49	6,49	...	
2,34	52	...	4	...	...	2,90	2,90	...	
8,14,18	2,49,42	...	43,77	55,44	...	11,62,81	11,62,81	...	
6,63	...	...	51	41	...	7,55	7,55	...	
4,88	...	...	13	...	...	5,01	5,01	...	
9	...	...	...	...	...	9	9	...	
74	...	...	...	16	...	90	90	...	
2,32	...	...	76	2	...	3,10	3,10	...	
3,44	...	...	12	...	...	3,56	3,56	...	
3,09	...	...	13	5,31	...	8,53	8,53	...	
71	...	...	24	...	...	95	95	...	
4,28	...	...	87	4,81	...	9,96	9,96	...	
58	3	...	...	...	...	61	61	...	
17	...	...	2	...	...	19	19	...	
3,47	...	...	74	...	...	4,21	4,21	...	
4,58	...	...	72	...	...	5,30	5,30	...	
2,20	7	...	28	...	...	2,55	2,55	...	
37,18	10	...	4,52	10,71	...	52,51	52,51	...	
8,51,36	2,49,52	...	48,29	66,15	...	12,15,32	12,15,32	...	

APPEN

(*i*) *Capital outlay during, and* (*ii*) *total capital*

Railways.	Gauge.	Capital outlay during the financial year. (In thousands of rupees.) Works.	Rolling-stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7	8
							XII.—INDIAN STATE LINES
Open Lines.							
Bhopal Ujjain	5′ 6″	13	...	...	...	...	13
Bina-Goona-Baran	,,	2	...	...	...	...	2
Jammu and Kashmir (Indian State section)	,,	2	...	...	...	...	2
Jind-Panipat (Indi State section)	,,	13	...	...	...	...	13
Khanpur-Chachran	,,	...	...	...	...	...	...
olar Gold-Fields	,,	—1	...	...	...	...	—1
Ludhiana-Dhuri-Jakhal	,,	—9	...	...	...	...	—9
Nagda-Ujjain	,,	...	...	...	...	...	...
tlad-Cambay (Anand-Tarapur section)	,,	...	...	...	...	...	...
Petlad-Cambay (Tarapur-Cambay section)	,,	...	...	...	...	...	...
Rajpura-Bhatinda	,,	5	...	...	...	...	5
Cooch Behar State	3′ 3½″	7	...	...	...	...	7
Dhrangadra	,,	...	...	...	...	...	...
Gaekwar's Mehsana	,,	4,59	...	...	41	...	5,00
Hindupur (Yesvantpur-Mysore Frontier)	,,	2	...	...	...	...	2
Hingoli Branch	,,	—35	...	...	...	...	—35
Jaipur State	,,	...	...	...	...	...	...
Kolhapur State	,,	...	...	...	...	...	...
Palanpur-Deesa*	,,	...	...	...	...	...	...
Sangli State	,,	...	...	...	...	...	...
Secunderabad-Gadwal	,,	—11	6,07	...	1	...	5,97
Shoranur-Cochin	,,	3	...	...	...	...	3
Bilimora-Kalamba	2′ 6″	1	—6	...	...	...	—5
Bodeli-Chhota Udaipur	,,	5	...	...	1	...	6
Gaekwar's Dabhoi	,,	37	—1	...	4	...	40
Kosamba-Zankhvav	,,	1	...	...	...	...	1
Parlakimedi Light	,,	...	...	...	...	...	...
Petlad-Vaso	,,	5	—8	...	...	...	—3
Rajpipla State	,,	5	3	...	...	...	8
Total, carried over	...	5,04	5,95	...	47	...	11,46

DIX 4—*contd.*

outlay to end of the financial year 1920-21.

CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)									
Works.	Rolling-stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	TOTAL.	Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds raised by the State.	REMARKS.
9	10	11	12	13	14	15	16	17	18
WORKED BY THE MAIN LINE.									
72,37	...	...	6,96	...	..	79,33	79,33	...	
92,58	18	...	8,18	...	...	1,00,94	1,00,94	...	
10,02	...	...	60	...	...	10,62	10,62	...	
17,97	...	...	...	...	...	17,97	17,97	...	
13,16	...	...	88	...	...	14,04	14,04	...	
11,59	...	...	64	...	...	12,23	12,23	...	
41,38	...	...	2,29	...	...	43,67	43,67	...	
20,85	...	...	1,71	...	...	22,56	22,56	...	
12,27	...	...	70	10	...	13,07	13,07	...	
8,54	...	...	27	...	...	8,81	8,81	...	
73,97	...	...	2,69	...	...	76,66	76,66	...	
17,87	1,03	4	90	...	...	19,84	19,84	...	
13,36	4	...	54	...	...	13,94	13,94	...	
91,26	65	...	7,63	19	...	99,73	99,73	...	
25,28	...	...	...	...	...	25,28	25,28	...	
28,29	...	...	3,03	3	...	31,35	31,35	...	
38,95	...	...	2,16	...	...	41,11	41,11	...	
22,07	...	...	1,21	...	...	23,28	23,28	...	
1,85	...	...	...	...	...	1,85	1,85	...	* This line is owned jointly by Government and the Palanpur Durbar and the expenditure shown against it in this part represents the capital outlay incurred by the Palanpur Durbar.
1,75	...	...	9	...	...	1,84	1,84	...	
65,86	9,69	...	11,08	...	...	86,63	86,63	...	
50,94	15,14	87	3,83	34	...	71,12	71,12	...	
11,90	2,22	...	1,53	...	...	15,65	15,65	...	
9,09	...	...	1,16	...	...	10,25	10,25	...	
55,64	9,76	...	6,21	50	...	†72,11	†72,11	...	† Includes Rs. 39,000 incurred on "Surveys."
9,89	1,65	...	1,72	4	...	13,30	13,30	...	
5,26	1,78	...	64	...	...	7,68	7,68	...	
6,73	1,47	...	91	...	...	9,11	9,11	...	
13,84	2,52	...	1,05	...	...	17,41	17,41	...	
9,44,53	46,13	91	68,61	1,20	...	9,61,38	9,61,38	...	

(i) Capital outlay during, and (ii) total capital

Railways.	Gauge.	Capital outlay during the financial year. (In thousands of rupees.)					
		Works.	Rolling-stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7	8
				XII.—INDIAN STATE LINES WORKED			
Total, brought forward ...	...	5,04	5,95	...	47	...	11,46
Lines under construction.							
Balharshah-Warangal	5′ 6″	25	...	...	92	—54	63
Wagrod to Khareda	3′ 3¾″	...	...	...	...	...	...
Palsana to Sikar	,,	4	...	...	...	...	4
Sikar to Jhunjhun	,,	41	...	...	3	...	44
Wanaparti Road to Gadwal	,,	...	...	...	...	10	10
Trichinopoly to Pudukkottai	,,	...	...	...	...	...	...
Mahuva to Anaval	2′ 6″	...	...	...	...	...	...
Motipura to Tankhala	,,	1,96	...	...	40	—15	2,21
Choranda to Koral	,,	1,68	...	...	18	—55	1,31
Zankhvav to Bardipada	,,	...	...	...	...	...	...
Navsari-Kamrej Light	,,	...	...	...	...	...	...
Total lines under construction	...	4,34	...	...	1,53	—1,14	4,73
Total XII	...	9,38	5,95	...	2,00	—1,14	16,19
				XIII.—COMPANIES' LINES GUARANTEED			
Nizam's Guaranteed State	5′ 6″	8,04	7,56	...	11	...	15,71
Hyderabad-Godavari Valley	3′ 3¾″	2,78	3,59	...	13	...	6,45
Bangalore-Chik Ballapur Light	2′ 6″	1	70	...	1	9	81
Total XIII	...	10,78	11,85	...	25	9	22,97
				XIV.—LINES IN FOREIGN TERRITORY WORKED			
West of India Portuguese	3′ 3¾″	5	...	...	...	...	5
Peralam-Karaikkal	,,	...	...	...	...	...	...
Pondicherry	,,	...	...	...	...	...	...
Total XIV	...	5	...	...	...	...	5
Total other Railways	...	1,02,29	83,40	—3	5,83	7,88	1,99,37
Grand Total	...	8,62,49	10,98,49	17,79	19,56	4,40,49	26,07,87

DIX 4—*concld.*

outlay to end of, the financial year 1920-21.

CAPITAL OUTLAY TO END OF THE FINANCIAL YEAR. (IN THOUSANDS OF RUPEES.)									
Works.	Rolling-stock.	Ferries.	General charges.	Stores, etc., not finally charged off in the accounts.	Premia paid by Government in the purchase of Companies' lines.	TOTAL.	Outlay from funds raised either by Companies, District Boards or Indian States.	Outlay charged to funds raised by the State.	REMARKS.
9	10	11	12	13	14	15	16	17	18
BY THE MAIN LINE—*concld.*									
8,44,53	46,13	91	68,61	1,20	...	9,61,38	9,61,38	...	
25	...	...	92	—54	...	63	63	...	
2	...	...	...	...	...	2	2	...	
7,87	...	...	52	7,35*	...	15,74	15,74	...	* Includes outlay under suspense for the Sikar-Jhunjhunu section.
2,45	...	...	43	...	...	2,88	2,88	...	
8,62	...	...	1,61	7,41	...	17,64	17,64	...	
12	...	...	...	...	...	12	12	...	
8	...	...	...	...	...	8	8	...	
29,74	1,21	...	2,94	60	...	34,49	34,49	...	
5,84	...	...	62	21	...	6,67	6,67	...	
3	...	...	...	...	...	3	3	...	
3	...	...	...	...	...	3	3	...	
55,05	1,21	...	7,04	15,03	...	78,33	78,33	...	
8,99,58	47,34	91	75,65	16,23	...	10,39,71	10,39,71	...	
BY INDIAN STATES.									
4,21,87	1,15,11	...	8,78	19,52	...	5,65,28	5,65,28	...	
2,48,10	63,38	...	18,47	9,10	...	3,39,05	3,39,05	...	
7,90	2,52	...	1,57	42	...	12,41	12,41	...	
6,77,87	1,81,01	...	28,82	29,04	...	9,16,74	9,16,74	...	
BY BRITISH INDIAN RAILWAY COMPANIES.									
1,94,46	...	...	...	...	...	1,94,46	1,94,46	...	
6,09	...	...	1,15	...	...	7,24	7,24	...	
5,69	...	...	...	...	...	5,69	5,69	...	
2,06,24	...	...	1,15	...	...	2,07,39	2,07,39	...	
56,87,71	8,86,27	25,64	4,10,91	1,64,07	...	71,74,00	71,74,00	...	
4,08,84,70	1,23,19,80	2,76,29	29,37,10	27,81,79	34,20,19	6,30,06,15	1,47,40,53	4,82,65,62	

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5' 6" GAUGE.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Bengal-Nagpur (including 2' 6" and 2' 0" gauge branches.)	1916-17	29,9	4,28	121,3	5,20	686,8	7,04	15,229,6	1,05,83	772,1	66	16,839,7	1,23,01	20,11	1,43,12
	1917-18	27,7	5,77	97,5	7,08	333,0	5,99	13,982,0	1,15,31	795,3	70	15,235,5	1,34,85	26,61	1,61,46
	1918-19	33,0	7,25	102,9	7,89	408,6	7,46	15,154,7	1,32,52	910,0	81	16,609,2	1,55,93	31,40	1,87,33
	1919-20	33,8	7,93	114,5	9,01	525,0	9,53	17,285,1	1,56,24	1,140,0	1,07	19,098,4	1,83,78	26,80	2,10,58
	1920-21	548	780	124,6	9,32	833,0	12,09	18,317,4	1,61,25	1,368,7	1,34	20,678,5	1,91,80	29,87	2,21,67
Bombay, Baroda and Central India (including 2'6" gauge lines worked.)	1916-17	60,3	3,52	638,8	9,10	636,9	10,60	33,741,9	1,01,61	10,799,6	6,23	45,877,5	1,31,06	26,43	1,57,49
	1917-18	78,9	4,72	729,5	10,74	455,0	16,37	30,345,1	1,13,80	11,972,2	7,19	43,580,7	1,52,82	35,37	1,88,19
	1918-19	105,4	6,93	950,2	16,24	508,3	21,38	31,809,6	1,33,22	13,718,6	8,55	47,092,1	1,86,32	35,67	2,21,99
	1919-20	111,4	8,66	1,184,9	20,59	433,3	17,90	36,062,3	1,53,12	13,933,2	9,00	51,725,1	2,09,27	39,27	2,48,54
	1920-21	128,7	8,84	1,493,4	22,60	434,3	17,25	40,404,2	1,64,19	17,230,3	11,31	59,690,2	2,24,19	46,21	2,70,40
Eastern Bengal.	1916-17	*62,6	2,78	*286,6	3,67	*3,435,1	9,69	*28,179,8	58,29	*5,328,7	4,49	*37,292,8	78,92	10,88	89,80
	1917-18	*55,8	2,83	*216,7	3,42	*539,6	4,06	*25,619,9	63,44	*5,796,7	5,05	*32,228,7	78,80	10,92	89,72
	1918-19	*66,1	3,23	*226,5	3,60	*565,8	4,86	*26,397,2	70,82	*6,844,9	5,84	*34,100,5	88,35	13,71	1,02,06
	1919-20	*72,5	3,67	*249,2	3,99	*771,3	6,58	*30,361,5	84,50	*7,290,8	6,42	*38,745,3	1,05,16	11,97	1,17,13
	1920-21	*82,4	3,97	*283,1	4,57	*1,266,4	8,46	*30,427,4	81,37	*8,152,2	7,19	*40,211,5	1,05,56	17,66	1,23,22
East Indian.	1916-17	81,3	9,48	319,9	13,82	2,537,8	25,30	36,005,8	2,37,74	3,267,9	2,81	42,212,7	2,89,15	53,65	3,42,80
	1917-18	73,0	12,26	285,1	18,74	1,097,8	18,92	31,238,1	2,75,57	3,469,0	3,22	36,163,0	3,28,71	68,24	3,96,95
	1918-19	85,4	13,97	337,3	22,01	1,221,5	22,22	33,647,3	3,08,24	3,757,4	3,42	39,048,9	3,69,86	65,17	4,35,03
	1919-20	91,5	17,08	410,4	25,54	1,415,5	30,44	36,350,3	3,21,53	4,635,6	4,25	42,903,3	3,98,84	78,51	4,77,35
	1920-21	101,3	19,61	465,6	28,46	1,496,5	34,02	40,603,6	3,37,59	5,508,4	5,13	48,175,4	4,24,81	84,74	5,09,55
Great Indian Peninsula (including 5' 6" and 2'0" gauge lines worked.)	1916-17	110,0	14,84	669,4	32,88	175,5	5,00	31,071,8	2,07,74	7,896,0	3,88	39,922,7	2,64,34	83,57	3,47,91
	1917-18	125,2	20,89	571,3	28,41	185,5	7,43	28,528,5	2,41,09	8,333,2	4,20	37,743,7	3,02,01	97,34	3,99,36
	1918-19	160,0	23,66	711,2	31,23	237,1	8,24	31,238,2	2,84,16	*8,953,8	4,80	41,300,3	3,52,09	1,08,84	4,60,93
	1919-20†	174,0	28,37	845,4	40,20	273,3	11,11	37,607,9	3,50,75	7,917,4	5,22	46,818,0	4,35,65	1,13,01	5,48,66
	1920-21†	175,3	27,34	979,0	39,22	227,8	10,88	40,812,5	3,52,59	9,878,9	6,50	52,073,5	4,36,53	1,07,31	5,43,84
Madras and Southern Mahratta.	1916-17	*50,9	3,91	*334,9	6,28	*354,3	2,64	*38,665,0	85,89	*1,591,8	46	*40,996,9	99,18	22,63	1,21,81
	1917-18	*53,8	5,28	*287,6	7,21	*126,3	2,13	*34,389,0	92,71	*1,516,9	52	*36,374,5	1,07,85	25,30	1,33,15
	1918-19	*63,9	6,18	*343,8	8,34	*156,4	2,66	*37,158,4	1,01,83	*1,563,7	59	*39,286,2	1,19,60	25,24	1,44,84
	1919-20	*59,4	6,08	*417,9	10,26	*228,9	3,56	*42,481,5	1,14,62	*1,601,9	81	*44,789,6	1,35,33	28,10	1,63,43
	1920-21	*56,3	6,21	*435,4	11,09	*374,3	4,28	*40,562,2	1,22,93	*1,309,3	86	*42,737,5	1,45,37	29,28	1,74,65
Nizam's Guaranteed State.	1916-17	9,6	61	85,1	1,65	324,6	3,51	1,789,0	9,16	39,2	6	2,247,5	14,99	3,14	18,13
	1917-18	9,0	73	57,5	1,81	577,3	5,20	1,400,9	8,27	16,3	2	2,061,0	16,03	3,58	19,61
	1918-19	9,2	68	56,5	1,87	668,1	6,11	1,573,9	9,35	25,1	3	2,332,8	18,04	3,60	21,64
	1919-20	9,8	74	59,6	2,05	812,8	7,42	1,833,2	10,81	6,1	2	2,721,5	21,04	4,39	25,43
	1920-21	10,2	77	59,5	1,90	662,7	6,90	2,235,7	12,60	53,9	6	3,022,0	22,23	4,82	27,05

*Includes figures for the 3' 3½" gauge section.
†Excluding the Matheran Light Railway for which information is not available.

DIX 5.

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
3,565	2,11,52	33	4,15	3,674	1,20,85	862	16,65	22	1,62	1,93	8,156	3,56,72	44	2,08	9,92	5,12,28
3,872	2,23,72	132	14,98	3,506	1,25,23	929	18,53	17	1,52	2,55	7,956	3,86,53	50	1,62	13,82	5,[illegible]
3,554	2,57,57	72	9,92	3,534	1,19,75	964	23,62	22	1,91	6,12	8,146	4,18,89	65	1,41	12,59	6,20,87
3,904	2,72,88	48	4,66	3,545	1,21,10	1,142	23,76	30	2,86	5,20	8,669	4,30,46	60	3,17	12,76	6,57,57
3,946	2,47,82	12	1,95	3,770	1,27,29	1,156	22,54	22	2,21	4,16	8,906	4,05,97	58	2,49	12,58	6,43,29
2,704	2,10,78	14	3,12	519	23,92	1,384	13,42	40	7,82	5,41	4,661	2,64,47	77	...	6,99	4,29,72
2,712	2,29,06	70	7,35	688	37,72	782	16,65	37	7,79	—5,24	4,289	2,93,33	89	...	7,81	4,90,22
3,176	2,90,19	*108	11,17	532	21,48	666	8,98	47	9,62	—5,65	4,529	3,35,79	1,22	...	11,42	5,70,42
2,938	2,80,70	79	10,55	512	20,91	758	9,08	43	11,43	—14,15	4,325	3,18,52	1,07	...	10,52	5,78,65
2,944	2,83,50	38	4,75	497	21,26	855	12,39	37	11,51	—6,98	4,871	3,26,46	1,01	...	17,38	6,15,25
*3,200	1,00,80	*35	28	*1,328	11,85	*782	7,59	*23	10	1,13	*5,368	1,21,75	27	...	19,73	2,22,55
*2,737	81,32	*38	29	*1,230	11,81	*628	6,98	*7	10	1,29	*4,640	1,01,79	25	...	16,66	2,08,42
*2,777	90,06	*93	84	*1,397	12,28	*688	7,85	*15	13	2,13	*4,970	*1,13,29	33	...	20,45	2,36,13
*3,471	1,18,92	*27	28	*1,095	9,85	*770	6,87	*16	16	2,84	*5,379	1,38,92	33	...	19,61	2,75,99
*2,918	1,13,86	*19	26	*1,206	11,13	*667	7,07	*9	8	2,74	*4,819	1,35,14	31	...	21,55	2,80,22
4,797	3,26,98	78	8,18	11,001	4,08,32	2,347	32,74	25	6,90	3,76	18,248	7,86,88	1,05	21	14,58	11,45,52
4,532	3,31,37	138	12,75	10,236	3,87,91	2,540	37,05	26	6,33	7,26	17,472	7,82,67	1,24	5	40,92	12,21,83
5,092	3,96,97	301	22,40	11,225	4,37,10	2,326	35,96	30	8,19	4,72	18,974	9,05,34	1,64	...	50,58	13,92,59
5,039	372,85	209	18,48	10,596	4,08,86	2,378	38,23	27	7,04	2	18,240	8,45,48	1,68	...	36,29	13,60,80
5,384	4,15,13	138	7,97	11,174	4,47,73	2,270	36,54	32	8,37	1,37	18,998	9,17,11	1,55	14	24,76	14,58,11
4,983	5,10,05	248	21,96	2,073	1,09,86	3,859	51,91	27	3,69	—4,43	11,140	6,93,04	1,39	...	11,76	10,54,10
4,696	5,04,50	567	50,30	1,781	97,01	4,060	63,50	27	4,20	8,14	11,131	7,27,65	1,60	...	15,00	11,43,61
5,211	5,58,38	610	61,64	2,077	1,12,20	3,511	67,41	30	4,24	7,23	11,439	8,11,10	2,17	...	21,00	12,95,20
5,038	5,88,27	342	35,77	1,914	99,66	3,868	59,63	33	5,30	17,07	10,695	8,05,70	2,44	...	22,57	13,79,37
5,303	6,31,74	251	24,33	1,627	85,34	2,982	55,09	29	4,41	11,29	10,192	8,12,20	2,10	...	41,19	13,99,33
*3,200	1,29,33	*27	1,66	*458	25,62	*966	14,77	*17	1,57	90	*4,758	1,73,85	21	...	5,07	3,00,94
*3,415	1,47,87	*46	2,35	*537	30,71	*840	11,98	*15	1,54	1,21	*4,853	1,95,66	25	...	6,80	3,35,86
*3,266	1,57,37	*112	4,00	*448	25,21	*832	10,77	*12	1,38	2,38	*4,670	2,01,06	30	...	5,49	3,51,69
*3,276	1,56,55	*106	2,74	*442	25,13	*870	12,21	*14	1,40	1,78	*4,708	1,99,81	26	...	6,59	3,70,09
*3,094	1,48,10	*77	2,98	*409	23,98	*923	9,78	*14	1,82	1,72	*4,517	1,88,38	24	...	10,80	3,74,07
543	30,32	14	95	462	13,85	158	1,85	1	6	19	1,178	47,22	31	...	5,28	70,94
554	32,63	12	1,16	521	15,30	136	1,61	...	3	39	1,223	51,12	33	...	6,42	77,43
594	35,01	15	88	484	14,90	144	1,71	...	2	35	1,237	52,82	48	...	8,40	83,17
634	42,81	23	1,05	428	13,51	185	2,11	...	3	55	1,270	60,66	47	...	4,21	90,17
622	38,64	9	55	481	15,98	202	2,36	...	5	58	1,314	58,11	38	...	5,55	91,09

* Includes figures for the 3′ 3½″ gauge section.

† Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... = 2·50 tons.

Details of gross earnings

Railway system	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
5' 6" GAUGE —*concld.* North Western.			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Commercial Section (including 2' 6" gauge lines.)	1916-17	*	11,22	*	17,16	*	26,73	*	2,99,65	*	24	*	3,55,00	72,78	4,27,78
	1917-18	*	14,93	*	20,33	*	27,14	*	3,38,93	*	28	*	4,01,61	1,00,77	5,02,38
	1918-19	*	16,96	*	25,70	*	37,16	*	4,00,34	*	32	*	4,80,48	99,99	5,80,47
	1919-20	*	21,35	*	36,65	*	44,85	*	4,03,94	*	32	*	5,07,11	1,21,95	6,29,06
	1920-21	*	18,67	*	34,28	*	53,71	*	4,22,99	*	33	*	5,29,98	1,03,50	6,33,48
Military Section (including 2' 6" gauge lines.)	1916-17	*	1,22	*	1,60	*	2,31	*	32,23	*	2	*	37,38	8,10	45,48
	1917-18	*	1,59	*	1,74	*	2,43	*	37,85	*	2	*	43,63	15,34	58,97
	1918-19	*	1,77	*	2,02	*	2,86	*	37,81	*	1	*	44,47	19,49	63,96
	1919-20	*	2,15	*	2,82	*	3,81	*	48,51	*	2	*	57,31	31,76	89,07
	1920-21	*	1,63	*	3,00	*	4,10	*	53,58	*	3	*	62,34	30,24	92,58
Total North Western (Commercial and military sections).	1916-17	111,5	12,44	549,0	18,76	3,221,2	29,04	61,745,1	3,31,88	373,9	26	66,000,7	3,92,38	80,88	4,73,26
	1917-18	129,2	16,52	505,3	22,07	2,909,2	29,57	53,566,0	3,76,78	323,3	30	56,833,0	4,45,24	1,16,11	5,61,35
	1918-19	143,8	18,73	579,2	27,72	2,655,0	40,02	54,150,3	4,38,15	336,3	33	57,864,6	5,24,95	1,19,48	6,44,43
	1919-20	149,6	23,50	863,7	39,47	3,171,0	48,66	53,560,9	4,52,45	313,8	34	58,059,0	5,64,42	1,53,71	7,18,13
	1920-21	141,3	20,30	891,3	37,28	3,795,8	57,81	63,711,1	4,76,57	355,6	36	68,895,1	5,92,32	1,33,74	7,26,06
Oudh and Rohilkhand.	1916-17	41,9	3,14	251,9	5,48	1,468,5	10,17	17,909,5	89,27	23,3	3	19,695,1	1,08,09	14,83	1,22,92
	1917-18	43,9	3,77	158,0	5,38	915,4	11,02	14,301,7	96,89	3,6	1	15,422,6	1,17,07	17,92	1,34,99
	1918-19	55,6	4,62	167,6	6,44	964,2	12,57	15,291,5	1,09,43	...	...	16,478,9	1,33,06	18,62	1,51,68
	1919-20	57,7	4,83	207,2	8,22	954,6	12,68	17,984,0	1,25,44	...	...	19,203,5	1,51,17	21,17	1,72,34
	1920-21	52,7	4,80	214,0	8,14	961,4	13,35	19,348,5	1,26,69	...	...	20,576,6	1,52,98	22,48	1,75,46
South Indian.	1916-17	†	1,25	†	2,33	...	...	†	29,31	†	15	†	33,04	8,39	38,36
	1917-18	†	1,68	†	2,95	...	...	†	31,99	†	11	†	36,73	5,32	43,64
	1918-19	†	2,02	†	3,77	...	...	†	34,96	†	11	†	40,86	6,91	48,50
	1919-20	†	2,04	†	4,46	...	...	†	39,54	†	12	†	46,16	7,64	53,43
	1920-21	†	2,19	†	4,90	...	...	†	41,10	†	17	†	48,36	8,39	56,75
3' 3¾" GAUGE.															
Aden ...	1919-20	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	1920-21	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Assam-Bengal.	1916-17	14,2	80	33,2	68	132,6	1,10	5,069,9	23,65	47,4	15	5,297,3	26,38	2,88	29,26
	1917-18	12,9	1,01	32,3	89	76,1	1,02	5,284,9	28,68	39,4	11	5,445,6	31,71	3,61	35,32
	1918-19	12,8	1,13	32,2	95	96,3	1,35	5,937,2	36,33	35,5	7	6,114,0	39,33	4,69	44,52
	1919-20	14,9	1,39	36,9	1,12	120,0	1,69	7,139,1	44,14	52,4	9	7,363,3	48,43	5,30	53,73
	1920-21	17,1	1,50	42,3	1,21	16,31	2,12	7,189,5	44,80	49,0	11	7,461,0	49,74	6,02	55,76
Bengal and North-Western.	1916-17	17,2	73	86,7	1,60	429,7	2,90	26,612,9	1,00,27	123,0	3	27,269,5	1,05,53	7,04	‡1,07,19
	1917-18	14,5	80	74,3	1,79	283,7	2,60	22,524,6	97,02	115,8	3	23,012,9	1,02,24	6,81	‡1,03,56
	1918-19	14,5	90	78,2	2,04	240,0	2,72	23,608,4	1,10,10	111,7	3	24,047,8	1,15,79	7,47	‡1,16,77
	1919-20	15,4	1,01	85,1	2,40	270,4	3,08	27,567,5	1,25,78	128,8	3	28,067,2	1,32,30	8,71	‡1,33,98
	1920-21	15,0	1,00	89,1	2,57	263,6	3,05	28,702,3	1,26,26	6,16	2	29,131,6	1,32,90	11,10	‡1,36,75

* Information not available.
† Included with the South Indian railway (3' 3¾" gauge).
‡ Excluding the Cawnpore-Burhwal (3' 3¾" gauge) link, the earnings of which, as to details, are included with the Bengal and North Western railway and, as to totals, under the head Sundry earnings of the Oudh and Rohilkhand railway.

DIX 5—*contd.*
of each railway system.

GOODS TRAFFIC.													Electric telegraph earnings. [In thousands]	Steam boat earnings [In thousands.]	Sundry earnings. [In thousands]	Total gross earnings. [In thousands.]
Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other Goods traffic.	Total goods traffic.					
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] §	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
*	4,39,15	*	20,55	*	24,65	*	50,81	*	3,55	14,91	*	5,53,62	1,61	58	37,27	10,20,86
*	5,30,36	*	44,48	*	54,93	*	60,84	*	2,95	15,03	*	7,08,59	2,12	86	41,21	12,55,16
*	4,72,11	*	56,49	*	52,26	*	67,51	*	3,00	8,91	*	6,60,28	3,02	1,06	37,49	12,82,32
*	4,20,57	*	41,47	*	24,86	*	57,13	*	1,89	10,42	*	5,56,34	3,58	2,77	37,06	12,28,81
*	4,79,07	*	35,56	*	19,99	*	51,35	*	3,53	17,37	*	6,06,87	3,90	2,49	46,23	12,92,97
*	29,38	*	3,65	*	85	*	4,35	*	70	21	*	39,14	25	...	59	85,46
*	32,93	*	2,60	*	91	*	6,72	*	47	63	*	44,26	32	...	69	1,04,24
*	42,90	*	7,44	*	1,08	*	7,38	*	73	66	*	60,19	51	...	83	1,25,49
*	40,55	*	6,96	*	1,31	*	8,24	*	26	70	*	58,02	1,11	...	90	1,49,10
*	48,85	*	9,33	*	1,61	*	7,10	*	56	3,25	*	70,70	51	...	1,01	1,64,80
5,355	4,68,53	250	24,20	776	25,50	4,535	55,16	29	4,25	15,12	10,945	5,92,76	1,86	58	37,86	11,06,32
5,853	5,63,29	524	47,08	1,122	55,84	4,357	67,56	24	3,42	15,66	11,880	7,52,85	2,44	86	41,90	13,59,40
5,978	5,15,01	888	63,93	1,127	53,34	4,927	74,89	27	3,73	9,57	12,947	7,20,47	3,53	1,06	38,32	14,07,81
4,850	4,61,12	598	48,43	7,26	26,17	5,150	65,37	15	2,15	11,12	11,839	6,14,36	4,69	2,77	37,96	13,77,91
5,672	5,27,92	414	44,89	6,50	21,60	5,019	58,45	21	4,09	20,62	11,776	6,77,57	4,41	2,49	47,24	14,57,77
1,831	77,88	18	1,15	743	27,69	860	8,41	11	2,04	51	3,463	1,17,68	49	...	27,65	2,68,74
1,797	84,16	37	1,86	824	33,69	738	8,27	11	1,60	76	3,407	1,30,34	57	...	24,88	2,90,78
1,909	96,80	65	2,63	1,096	50,74	849	8,93	8	1,26	59	3,927	1,60,95	79	...	22,77	3,36,19
1,618	76,15	37	1,79	797	34,64	949	8,99	11	1,18	67	3,412	1,23,42	73	...	26,57	3,23,06
1,687	84,23	27	1,10	784	35,98	947	9,14	9	1,19	115	3,454	1,32,79	72	...	19,08	3,28,05
†	48,13	†	49	†	34	†	1,86	†	25	32	†	51,39	9	...	8,38	98,22
†	53,66	†	42	†	40	†	1,61	†	21	44	†	56,74	11	...	9,70	1,10,19
†	52,25	†	96	†	47	†	1,07	†	29	48	†	55,52	12	...	11,87	1,16,01
†	56,79	†	43	†	27	†	2,08	†	33	53	†	60,43	12	...	12,59	1,26,57
†	52,31	†	23	†	46	†	1,97	†	24	61	†	56,32	12	...	12,60	1,25,79
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	3,35
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2,70
540	28,85	...	...	99	2,08	201	1,73	1	9	31	841	33,06	20	21	4,65	67,38
476	30,05	...	1	137	2,87	220	2,72	1	9	27	834	36,01	20	21	5,02	76,76
519	31,63	1	5	137	3,27	216	2,19	1	12	26	874	37,52	25	31	4,32	86,92
728	46,95	...	1	115	2,78	151	2,28	3	29	34	997	51,65	27	39	6,57	1,12,61
667	46,71	...	1	99	2,66	137	2,26	2	20	58	905	52,42	26	43	5,43	1,14,30
2,002	95,56	6	27	185	2,74	328	4,67	17	2,04	28	2,538	‡95,04	53	10,03	4,52	2,17,31
1,976	1,00,60	1	2	142	1,71	411	5,62	6	59	55	2,536	‡96,96	57	8,61	5,17	2,14,87
2,341	1,34,34	5	28	124	1,71	363	5,58	13	1,56	87	2,846	‡1,25,99	81	8,83	5,27	2,57,67
2,155	1,07,52	2	8	175	2,49	339	4,99	12	1,96	67	2,683	‡1,04,10	71	10,72	3,82	2,53,33
2,152	1,06,93	1	1	121	1,94	311	4,69	9	1,34	101	2,594	‡1,03,90	70	10,06	5,87	2,57,28

* Information not available.
† Included with the South Indian railway (3′ 3⅜″ gauge).
‡ Excluding the Cawnpore-Burhwal (3′ 3⅜″ gauge) link, the earnings of which, as to details, are included with the Bengal and North-Western railway and, as to totals, under the head Sundry earnings of the Oudh and Rohilkhand railway.

§ Live stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands].
		1st class.		2nd class.		Inter class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3' 3⅜" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Bengal Dooars.	1916-17	2,7	9	4,8	7	52,4	21	1,000,8	3,32	...	...	1,060,7	3,69	55	4,24
	1917-18	3,1	10	5,1	8	35,4	14	967,4	3,21	...	...	1,011,0	3,53	55	4,08
	1918-19	2,7	10	5,3	7	42,9	17	995,9	3,59	...	...	1,046,8	3,93	61	4,54
	1919-20	2,7	10	3,9	7	53,2	20	1,085,8	3,65	...	...	1,145,6	4,02	61	4,63
	1920-21	3,3	12	4,0	7	54,1	21	984,7	3,18	...	...	1,046,1	3,58	69	4,27
Bhavnagar State. *	1916-17	2,7	7	32,1	44	...	...	1,762,2	8,74	11,8	2	1,808,8	9,27	71	9,98
	1917-18	2,3	7	29,9	41	...	...	1,793,3	8,61	75,8	9	1,901,3	9,18	87	10,05
	1918-19	3,0	9	49,8	70	...	...	2,231,0	11,15	13,0	2	2,296,8	11,96	1,20	13,16
	1919-20	4,8	13	65,3	94	...	...	2,382,2	12,65	13,8	2	2,466,1	13,74	1,64	15,38
	1920-21	3,5	14	54,0	101	...	...	2,189,6	11,80	12,0	2	2,259,1	12,97	1,44	14,41
Bombbay, Baroda and Central India. †	1916-17	25,9	4,80	155,5	4,34	398,5	4,87	28,201,1	1,18,25	71,8	10	28,852,8	1,29,36	17,01	1,46,37
	1917-18	35,5	2,19	151,5	4,62	401,5	4,49	23,317,0	1,25,71	81,8	16	23,987,3	1,37,17	18,38	1,55,55
	1918-19	40,3	2,62	221,8	6,8 0	510,8	5,80	26,222,6	1,51,00	68,0	13	27,0€3,5	1,66,35	20,66	1,87,01
	1919-20	41	2,98	277,1	9,30	592,1	7,34	30,811,3	1,73,51	107,2	20	31,829,6	1,93,33	23,38	2,16,71
	1920-21	40,3	3,24	286,5	9,48	625,4	9,52	30,237,0	1,83,40	120,7	26	31,309,9	2,05,90	26,00	2,31,90
Burma...	1916-17	59,7	3,46	232,2	4,37	...	...	27,784,5	83,85	953,9	52	29,030,3	92,20	7,46	99,66
	1917-18	53,5	4,12	226,0	4,74	...	...	25,700,5	79,44	979,8	57	26,959,8	88,87	7,90	96,77
	1918-19	56,4	4,40	257,2	5,55	...	...	26,896,5	88,38	1,057,3	65	28,267,4	98,98	8,94	1,07,92
	1919-20	63,9	4,99	327,4	7,46	...	...	31,592,6	1,09,69	1,184,3	73	33,168,2	1,22,87	10,11	1,32,98
	1920-21	74,1	5,77	393,1	8,67	...	...	33,877,5	1,18,55	1,333,4	82	35,678,1	1,33,81	11,13	1,44,94
Dibru-Sadiya.	1916-17	7,6	11	5,5	5	14,4	9	637,9	2,11	...	...	665,4	2,36	41	2,77
	1917-18	6,8	12	6,2	7	12,6	9	660,6	2,16	...	...	686,2	2,44	40	2,84
	1918-19	5,5	10	5,1	6	13,2	10	583,2	2,08	...	...	697,0	2,34	42	2,7
	1919-20	5,7	12	5,5	7	15,4	12	622,1	2,45	...	...	648,7	2,76	50	3,26
	1920-21	6,1	12	8,6	9	17,9	13	722,7	2,41	...	...	755,3	2,75	60	3,35
Eastern Bengal (including 2'6" gauge lines worked.)	1916-17	§	1,18	§	1,81	§	6,75	§	58,71	§	14	§	68,59	10,63	79,22
	1917-18	§	1,77	§	2,17	§	2,68	§	62,49	§	14	§	69,25	11,08	80,33
	1918-19	§	2,15	§	2,18	§	2,42	§	61,39	§	17	§	68,31	11,45	79,76
	1919-20	§	2,09	§	2,46	§	3,06	§	68,42	§	21	§	76,24	11,47	87,71
	1920-21	§	2,50	§	2,93	§	4,68	§	75,10	§	23	§	85,44	15,82	1,01,26

* Includes the Dhrangadra railway up to the 30th September 1919.
† Includes the Dhrangadra railway from the 1st October 1919.
§ Included with the Eastern Bengal railway (5'6" gauge).

DIX 5—*contd.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE GENERAL.		MILITARY STORES.		COAL AND COKE FOR TH PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
129	10,32	...	...	53	2,38	22	28	...	...	5	204	13,03	3	18	22	17,70
112	9,68	...	...	59	2,55	27	29	...	...	4	198	12,56	3	18	24	17,09
116	9,38	...	...	84	3,75	16	16	...	...	4	216	13,33	3	18	21	18,29
139	11,36	...	...	31	1,44	21	17	...	...	3	191	13,00	3	20	22	18,08
124	8,57	...	...	36	1,85	19	11	...	...	4	179	10,57	4	18	30	15,86
192	5,94	...	...	33	52	20	11	1	6	1	246	6,64	16	...	81	17,59
228	7,54	...	...	9	69	17	8	1	8	5	285	8,44	19	...	46	19,14
348	12,79	...	..	40	57	21	13	1	16	5	410	13,70	26	...	39	27,51
250	9,16	...	...	36	51	23	16	1	12	6	310	10,01	22	...	41	26,02
218	7,96	...	...	35	54	20	22	1	11	2	274	8,85	18	..	48	23,92
2,603	1,87,83	21	1,82	213	5,05	473	7,06	27	3,68	79	3,337	2,06,23	72	...	7,69	3,61,01
2,635	1,86,18	39	2,56	237	5,43	382	5,94	29	3,88	47	3,322	2,04,46	86	...	9,08	3,69,95
2,897	2,33,08	109	7,76	238	6,19	473	7,93	36	4,59	99	3,753	2,60,54	1,13	...	7,01	4,55,69
2,381	2,01,00	53	3,25	210	5,55	437	8,26	40	7,93	39	3,121	2,26,38	1,03	...	8,23	4,52,35
2,321	1,94,10	34	2,10	227	4,53	647	9,84	30	6,70	60	3,259	2,17,87	84	...	7,73	4,58,34
2,320	1,30,00	5	27	21	2,06	780	5,80	9	2,39	20	3,135	1,40,72	36	94	5,60	2,47,82
2,243	1,34,27	12	46	20	1,94	761	5,46	9	2,49	19	3,045	1,44,81	40	88	4,87	2,47,73
2,734	1,65,63	20	1,23	19	1,65	898	6,51	11	2,88	54	3,682	1,78,44	56	1,05	5,58	2,93,55
2,831	1,71,35	23	1,51	27	2,15	990	7,38	15	4,76	43	3,886	1,87,58	56	1,24	6,94	3,29,30
2,630	1,56,50	7	51	37	2,54	951	8,62	18	5,75	50	3,643	1,74,42	56	1,10	5,76	3,26,78
167	6,30	...	...	538	5,83	10	4	...	1	2	715	12,20	5	...	14	15,16
159	6,09	...	...	562	5,97	6	2	...	1	2	727	12,11	5	...	36	15,36
157	6,13	...	...	505	5,36	4	2	2	1	2	668	11,54	6	...	29	14,65
173	6,56	...	...	521	5,56	4	2	3	2	2	701	12,18	6	...	23	15,73
170	6,73	...	...	493	6,55	3	2	2	2	2	668	13,34	5	...	17	16,91
*	61,01	*	3	*	2,79	*	3,98	*	1,19	44	*	69,44	29	3,42	5,46	1,57,83
*	51,80	*	1	*	2,66	*	3,52	*	39	44	*	58,82	29	2,96	8,34	1,50,74
*	61,27	*	2	*	3,14	*	4,65	*	92	54	*	70,54	35	3,43	10,22	1,64,30
*	76,83	*	3	*	1,95	*	5,12	*	1,17	1,10	*	86,20	33	3,82	9,75	1,87,81
*	75,80	*	4	*	2,03	*	4,36	*	82	1,06	*	84,61	31	3,61	10,70	2,00,49

* Included with the Eastern Bengal railway (5′ 6″ gauge).

† Live stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. = 0·025 ton.
An elephant = 2·50 tons.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3' 3½" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Gondal.	1916-17	4,5	12	46,4	54	...	...	1,741,6	7,99	4,4	1	1,796,9	8,66	63	9,29
	1917-18	3,5	11	55,5	62	...	...	1,916,7	8,51	8,0	1	1,983,7	9,25	76	10,01
	1918-19	3,7	12	78,6	92	...	...	2,169,9	9,50	23,3	4	2,275,5	10,58	88	11,46
	1919-20	5,3	24	110,3	1,30	...	...	2,323,6	10,75	4,5	1	2,443,7	12,30	1,20	13,50
	1920-21	4,3	25	94,9	1,39	...	...	2,305,3	10,72	6,3	1	2,410,8	12,37	1,22	13,59
Hyderabad Godavari Valley, Hingoli-Branch and Secunderabad-Gadwal.	1916-17	5,8	34	67,6	1,10	...	...	3,154,1	14,42	66,3	5	3,293,3	15,91	2,14	18,05
	1917-18	5,7	49	54,9	1,38	...	...	3,633,7	17,30	33,6	2	3,727,0	19,19	2,46	21,65
	1918-19	6,8	62	58,3	1,54	...	...	4,218,0	19,76	221,5	14	4,504,6	22,06	3,04	25,10
	1919-20	6,5	60	63,8	1,77	...	...	4,857,4	24,79	113,5	9	5,041,2	27,25	3,95	31,20
	1920-21	6,2	6,2	60,5	1,85	...	...	4,608,0	27,80	314,4	21	4,989,1	30,48	3,61	34,09
Jamnagar	1916-17	7	3	7,1	15	...	...	323,6	2,13	7	...	332,1	2,31	23	2,54
	1917-18	7	3	8,0	16	...	...	339,3	2,17	46	1	352,6	2,37	24	2,61
	1918-19	7	3	12,7	25	...	...	380,3	2,44	13,5	3	407,2	2,75	28	3,03
	1919-20	1,0	5	17,1	35	...	...	451,8	2,37	5	...	470,4	2,77	45	3,22
	1920-21	9	4	16,9	35	...	...	455,5	2,34	8	...	474,1	2,73	37	3,10
Jodhpur-Bikaner.	1916-17	6,4	51	40,4	1,21	165,2	1,52	5,512,3	27,69	...	...	5,724,3	30,93	4,03	34,96
	1917-18	10,4	95	41,0	1,68	129,3	1,99	4,374,7	28,50	...	...	4,555,4	33,12	4,67	37,79
	1918-19	8,8	81	54,1	2,27	154,8	2,33	5,178,5	35,31	...	...	5,396,2	40,72	5,91	46,63
	1919-20	10,7	89	73,3	2,98	230,9	3,34	6,168,9	40,10	...	...	6,483,8	47,31	7,48	54,79
	1920-21	10,2	86	73,7	2,93	198,5	2,95	5,786,8	41,83	...	...	6,069,2	48,57	7,11	55,68
Junagad State.	1916-17	2,2	4	34,3	27	...	...	1,197,6	3,88	4,4	1	1,148,5	4,20	27	4,47
	1917-18	1,9	3	41,1	31	...	...	1,211,7	4,18	7,3	2	1,262,0	4,54	30	4,84
	1918-19	2,2	4	58,9	44	...	...	1,393,3	4,85	11,6	2	1,466,5	5,35	42	5,77
	1919-20	2,8	5	80,9	62	...	...	1,526,2	5,41	4,5	1	1,614,4	6,09	45	6,54
	1920-21	3,3	7	63,4	62	...	...	1,550,4	5,56	5,9	1	1,623,0	6,26	53	6,79
Madras and Southern Mahratta. †	1916-17	*	1,89	*	4,30	*	64	*	70,15	*	11	*	77,09	10,85	87,94
	1917-18	*	2,76	*	5,09	*	78	*	76,61	*	14	*	85,38	12,91	98,29
	1918-19	*	3,28	*	6,18	*	1,06	*	88,18	*	19	*	98,89	14,69	1,13,58
	1919-20	*	2,84	*	7,25	*	1,23	*	96,81	*	19	*	1,08,32	15,73	1,24,05
	1920-21	*	2,78	*	7,16	*	1,55	*	100,35	*	23	*	1,12,07	17,06	1,29,13
Morvi (including 2' 6" gauge section.)	1916-17	3,7	16	19,8	38	...	...	699,3	5,16	5	...	723,3	5,70	56	6,26
	1917-18	3,5	15	22,0	41	...	...	753,0	5,35	5	...	779,0	5,91	62	6,53
	1918-19	4,0	16	43,3	71	...	...	818,1	5,88	5	...	865,9	6,75	77	7,52
	1919-20	3,9	17	47,3	88	...	...	921,6	6,58	2	...	973,0	7,63	1,06	8,69
	1920-21	3,4	17	39,9	98	...	...	911,8	6,55	...	...	955,1	7,70	1,11	8,81

* Included with the Madras and Southern Mahratta railway (5' 6" gauge).

†Includes the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways up to the 30th September 1919.

DIX 5—*contd.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] †	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
246	5,35	...	...	24	31	16	15	1	3	4	287	5,88	9	...	63	15,89
281	6,46	...	...	26	39	27	24	...	4	2	334	7,15	12	...	71	17,99
368	10,86	...	...	23	37	25	25	...	5	8	416	11,61	18	...	86	24,11
340	9,02	...	...	25	34	23	18	...	4	3	388	9,61	12	...	1,02	24,25
334	8,77	...	...	29	42	30	25	...	3	5	393	952	11	...	97	24,19
246	19,34	5	13	19	75	96	82	...	8	13	366	21,25	15	...	2,07	41,52
262	18,80	9	19	15	52	212	1,00	...	8	19	498	20,78	18	...	2,29	44,90
348	25,16	8	108	22	70	183	1,09	1	12	31	562	28,46	25	...	3,62	57,43
392	34,75	2	4	42	1,53	196	1,49	...	7	43	632	38,31	27	...	1,83	71,61
367	35,31	12	51	26	87	167	1,22	...	9	38	572	38,38	23	...	2,95	75,65
32	73	...	...	2	5	5	3	...	1	...	39	82	2	...	5	3,43
36	93	...	...	1	3	3	2	...	1	1	40	1,00	2	...	11	3,74
56	1,61	...	...	5	12	5	3	...	1	2	66	1,79	3	...	9	4,94
61	1,66	...	...	2	5	3	3	...	1	1	66	1,76	2	...	15	5,15
49	1,29	...	...	1	3	5	6	1	1	2	56	1,41	2	...	4	4,57
1,029	41,21	14	82	22	21	172	1,91	2	18	12	1,239	44,45	19	...	1,73	81,33
1,251	54,51	10	52	18	14	142	1,56	4	26	9	1,425	57,08	21	...	1,67	96,75
1,229	54,74	30	1,51	18	20	191	2,58	5	60	17	1,473	59,80	29	...	1,55	1,08,27
865	40,22	13	78	25	27	157	1,56	6	95	21	1,066	43,99	28	...	1,89	1,00,95
905	40,04	19	104	22	27	205	2,05	4	68	14	1,155	44,22	22	...	3,41	1,03,53
141	2,78	...	...	7	3	7	3	...	1	1	155	2,86	4	...	12	7,49
141	2,92	...	...	6	3	20	2	...	2	...	167	3,06	4	...	20	8,14
178	3,98	...	...	2	1	12	7	...	1	2	192	4,09	4	...	8	9,98
165	3,67	...	...	2	3	21	12	...	1	1	188	3,84	3	...	13	10,54
164	4,03	...	...	...	1	30	14	...	2	1	194	4,21	2	...	23	11,25
*	1,14,16	*	1,44	*	1,27	*	8,89	*	84	63	*	1,27,23	35	2,45	3,28	2,21,25
*	1,21,96	*	1,63	*	1,43	*	7,55	*	58	69	*	1,33,84	40	2,06	2,44	2,37,03
*	1,19,40	*	4,11	*	1,30	*	9,17	*	44	1,01	*	1,35,43	34	4,16	2,83	2,56,54
*	1,17,64	*	4,17	*	1,12	*	7,31	*	99	1,11	*	1,32,34	50	3,20	3,88	2,63,92
*	1,18,14	*	2,83	*	1,70	*	8,22	*	65	93	*	1,32,47	52	2,88	3,74	2,68,74
68	1,92	...	...	12	20	6	6	...	3	1	86	2,22	5	...	16	8,69
84	2,72	...	...	13	24	6	5	...	5	3	103	3,09	6	...	8	9,76
162	6,27	...	1	16	35	10	7	...	4	3	188	6,77	8	...	7	14,44
112	3,64	...	...	16	19	12	8	1	6	2	141	3,99	7	...	14	12,89
109	3,65	...	...	15	24	13	8	...	5	2	137	4,04	6	...	13	13,04

*Included with the Madras and Southern Mahratta railway (5′ 6″ gauge).

†Live stock has been converted into tons at:—

A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... = 2·50 tons.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		To tal.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
3'3½" GAUGE – *concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Mysore*	1917-18	2	1	17	2	...	...	104,8	40	2	...	106,4	43	1	44
	1918-19	8	3	66	9	...	...	420,6	1,79	8	...	428,8	1,91	12	2,03
	1919-20	4,1	22	23,7	51	...	...	1,741,4	7,24	6,7	1	1,775,9	7,98	84	8,82
	1920-21	7,3	33	40,0	86	...	...	3,080,5	12,67	13,7	1	3,141,5	13,92	1,62	15,54
Rohilkund and Kumaon.	1916-17	6,1	57	24,7	90	43,8	40	5,457,4	16,02	...	1	5,532,0	17,90	1,71	19,61
	1917-18	3,1	74	23,4	83	39,2	37	5,248,7	16,66	...	1	5,319,4	18,61	2,13	20,74
	1918-19	9,7	92	26,8	1,04	40,7	41	5,348,5	17,40	...	1	5,425,7	19,78	2,42	22,30
	1919-20	8,8	85	28,5	1,10	47,1	48	6,092,5	20,06	...	1	6,176,9	22,50	2,37	24,87
	1920-21	9,3	92	31,7	1,17	53,9	55	6,501,3	21,46	...	1	6,596,2	24,11	3,33	27,44
South Indian.	1916-17	†90,6	2,95	†474,6	6,77	...	...	†47,214,6	1,19,81	†2,415,1	94	†50,194,9	1,30,47	11,28	1,41,75
	1917-18	†102,6	3,88	†469,6	8,36	...	...	†39,156,8	1,22,58	†2,062,8	96	†41,791,8	1,35,78	13,52	1,49,30
	1918-19	†126,4	5,03	†580,5	9,54	...	...	†40,313,5	1,27,10	†1,901,9	92	†42,922,3	1,42,59	11,50	1,54,09
	1919-20	†125,5	5,37	†756,9	11,28	...	...	†48,222,0	1,51,24	†2,577,3	1,22	†51,681,7	1,69,11	13,54	1,82,65
	1920-21	†126,9	6,07	†796,5	12,44	...	...	†50,941,7	1,62,09	†2,218,6	1,24	†54,083,7	1,81,84	17,08	1,98,92
Udaipur-Chitorgarh.	1916-17	5	4	2,8	7	2,8	2	415,9	1,73	4	...	422,4	1,86	16	2,02
	1917-18	4	2	1,9	4	1,0	1	317,8	1,58	3	...	321,6	1,65	13	1,78
	1918-19	5	3	3,0	7	2,8	2	381,5	1,97	5	...	388,3	2,09	15	2,24
	1919-20	6	4	4,5	12	2,0	2	494,1	2,62	5	...	501,7	2,80	21	3,01
	1920-21	7	5	4,4	12	1,4	1	382,7	2,27	5	...	389,7	2,45	20	2,65
2' 6" GAUGE															
Ahmadpur Katwa.	1917-18	1	...	1,1	1	4,0	2	189,4	41	...	...	194,6	44	3	47
	1918-19	...	...	1,4	1	5,1	2	288,1	72	...	...	294,6	75	4	79
	1919-20	1	...	1,5	1	6,7	3	382,7	1,02	...	...	391,0	1,06	2	1,08
	1920-21	1	...	1,5	1	92	4	386,0	1,12	...	...	396,8	1,17	3	1,20
Arakan Light.	1918-19	...	...	...	...	...	...	9,1	4	...	...	9,1	4	...	4
	1919-20	3	1	...	...	...	...	69,0	33	...	...	69,3	34	2	36
	1920-21	4	1	...	...	...	...	67,1	34	...	...	67,5	35	4	39

* Includes the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways from the 1st October 1919.
† Includes the South Indian railway (5' 6" gauge), Morappur-Hosur and Tirupattur-Krishnagiri railways.

DIX 5—*contd.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands]	Steam boat earnings. [In thousands.]	Sundry earnings [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings [In thousand.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
–	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs	Rs	Rs.	Rs.	Rs.
6	21	...	...	...	...	...	...	...	...	6	21	1	...	...	...	66
49	1,37	...	...	...	...	24	30	...	1	2	64	1,70	1	...	7	3,31
102	4,04	...	...	...	2	21	24	...	4	6	123	4,40	2	...	17	13,41
208	7,08	...	...	3	10	8	6	...	5	13	239	7,42	4	...	25	23,25
585	18,53	3	9	12	13	76	60	...	2	...	676	19,37	8	...	3,83	42,89
617	21,15	18	77	4	5	91	75	...	2	10	730	22,84	9	...	5,06	48,78
752	27,81	10	54	3	6	92	63	...	2	47	857	29,53	11	...	4,18	56,02
654	22,09	2	11	5	6	96	67	...	3	—4	757	22,92	9	...	4,75	52,63
647	21,63	2	12	5	8	90	66	...	3	31	744	22,83	10	...	3,81	54,18
‡2,798	95,05	‡7	49	‡58	2,25	‡436	4,15	‡20	1,01	1,30	‡3,314	1,04,25	45	2,23	5,99	2,54,67
‡2,712	1,04,76	‡11	1,07	‡52	2,64	‡444	5,25	‡14	76	1,49	‡3,233	1,15,97	52	1,93	6,32	2,74,04
‡2,319	1,02,82	‡15	72	‡48	2,07	‡467	5,17	‡17	96	1,80	‡2,866	1,13,54	62	1,77	4,80	2,74,82
‡2,450	1,13,31	‡8	45	‡44	2,01	‡519	5,25	‡19	1,47	2,05	‡3,040	1,24,54	63	1,98	6,66	3,16,46
‡2,329	1,08,76	‡5	32	‡51	2,13	‡534	5,86	‡16	96	2,12	‡2,935	1,19,65	61	1,64	6,20	3,27,02
39	1,56	...	...	2	2	1	1	...	...	2	42	1,61	2	...	10	3,75
19	81	...	...	2	2	2	1	...	1	1	23	86	2	...	10	2,76
22	96	...	...	3	3	1	...	...	1	2	26	1,02	2	...	9	3,37
27	1,19	...	...	1	1	1	1	...	1	2	29	1,24	2	...	11	4,38
18	81	...	...	1	1	1	...	...	1	2	20	85	2	...	11	3,63
4	5	...	...	1	1	...	...	...	...	...	5	6	...	...	1	54
10	13	...	...	1	1	...	...	...	...	...	11	14	...	...	1	94
9	13	...	...	1	...	...	...	...	...	...	10	13	...	...	1	1,22
8	13	...	...	1	1	...	...	...	...	...	9	14	...	...	1	1,35
1	4	...	...	...	...	...	...	...	...	...	1	4	...	...	...	8
3	9	...	...	...	...	...	...	...	...	...	3	9	...	...	2	47
2	6	...	...	...	...	...	...	...	...	...	2	6	...	...	1	46

* Live stock has been converted into tons at—

A head of cattle, or a pony or horse ... ... = 0·25 ton.
A head of sheep, goat, etc. ... ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

‡ Includes the South Indian railway (5′ 6″ gauge), Morappur-Hosur and Tirupattur-Krishnagiri railways.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.	Earnings. [In thousands.]		
1.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2'6" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Arrah-Sasaram Light.	1916-17	8	2	...	...	5,7	5	457,3	1,57	...	...	463,8	1,64	4	1,68
	1917-18	7	2	...	...	6,1	6	417,4	1,80	...	...	424,2	1,88	5	1,93
	1918-19	7	3	...	...	5,5	5	419,4	1,79	...	...	425,6	1,87	7	1,94
	1919-20	6	2	...	...	5,7	6	471,2	1,97	...	...	477,5	2,05	5	2,10
	1920-21	8	3	...	...	6,4	6	519,4	2,14	...	...	526,6	2,23	5	2,28
Bankura-Damoodar River.	1916-17	...	...	3	...	1,2	1	42,0	15	...	...	43,5	16	1	17
	1917-18	1	...	7	1	4,9	3	242,9	88	...	...	248,6	92	8	1,00
	1918-19	1	...	1,0	1	5,2	4	285,7	1,09	...	...	292,0	1,14	6	1,20
	1919-20	1	...	1,1	1	6,7	5	350,8	1,40	...	...	358,7	1,46	7	1,53
	1920-21	1	1	1,1	1	6,3	4	294,9	1,28	...	...	302,4	1,34	7	1,41
Baraset-Basirhat Light.	1916-17	3	1	3,8	4	23,6	17	718,6	2,60	109,5	13	855,8	2,93	12	3,05
	1917-18	1,6	3	1,1	1	19,7	15	581,6	2,27	72,8	10	676,8	2,55	11	2,66
	1918-19	2,6	5	...	...	20,7	14	666,5	2,55	89,0	12	778,8	2,86	13	2,99
	1919-20	3,1	5	...	...	25,1	17	769,8	2,89	113,4	15	911,4	3,26	21	3,47
	1920-21	4,0	7	...	...	36,5	21	813,8	3,01	126,2	18	980,5	3,47	29	3,76
Parsi Light.	1916-17	4	2	4,5	8	...	...	941,6	5,67	...	...	946,5	5,77	22	5,99
	1917-18	4	2	4,1	9	...	...	689,7	4,26	...	...	694,2	4,37	19	4,56
	1918-19	3	2	5,2	13	...	...	807,3	4,99	...	...	812,8	5,14	25	5,39
	1919-20	4	2	6,8	18	...	...	1,313,3	9,17	...	...	1,320,5	9,37	39	9,76
	1920-21	4	2	6,5	19	...	...	1,308,3	8,70	...	...	1,315,2	8,91	34	9,25
Bengal Provinci l.	1916-17	1	...	1,6	1	16,6	3	464,1	81	20,8	4	503,2	89	6	95
	1917-18	2	...	1,1	...	8,4	2	403,3	76	14,6	2	427,6	80	5	85
	1918-19	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	1919 20	1	...	1,5	1	10,0	3	399,6	94	15,5	3	426,7	1,01	7	1,08
	1920-21	2	...	1,5	1	9,0	2	450,1	1,08	18,9	4	479,7	1,15	3	1,18
Bukhtiarpur Bihar.	1916-17	6	1	2,7	2	16,8	8	422,8	93	...	...	442,9	1,04	6	1,10
	1917-18	4	1	2,5	2	11,8	7	441,7	1,10	...	...	456,4	1,20	9	1,29
	1918-19	4	1	2,0	2	10,1	6	359,1	81	...	...	371,6	90	4	94
	1919-20	4	1	2,9	2	12,4	7	447,6	93	...	...	463,3	1,03	10	1,13
	1920-21	7	1	4,5	4	20,0	13	851,5	2,52	...	...	876,7	2,70	10	2,80

*Information not furnished.

DIX 5—*contd.*

of each railway system.

GOODS TRAFFIC.													Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Merchandise, General.		Military Stores.		Coal and coke for the public and foreign railways.		Revenue stores, including coal and materials for construction.		Live-stock.		Other goods traffic.	Total goods traffic.					
Tons. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.] *	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
28	56	...	...	1	1	...	...	...	...	...	29	57	...	...	1	2,26
31	56	...	...	...	...	1	1	...	...	1	32	58	...	...	3	2,54
28	52	...	...	1	...	2	1	...	...	...	31	53	...	...	...	2,47
35	68	...	...	1	1	2	1	...	...	...	38	70	...	...	...	2,80
36	59	...	...	1	1	1	1	...	...	...	38	61	...	...	...	2,89
1	3	...	...	1	1	1	1	...	...	...	3	5	...	...	...	22
9	22	...	...	1	1	1	1	...	...	...	11	24	...	...	4	1,29
24	57	...	...	1	2	...	...	...	...	1	25	60	...	...	3	1,83
25	67	...	...	1	2	...	...	...	...	1	26	70	...	...	3	2,26
11	28	...	...	...	1	2	1	...	...	1	13	31	1	...	2	1,75
28	51	...	...	...	...	...	...	...	...	...	28	51	...	...	1	3,57
23	41	...	...	...	...	...	...	...	...	...	23	41	...	...	1	3,03
22	44	...	...	...	...	...	...	...	...	...	22	44	...	...	2	3,45
30	57	...	...	...	...	...	...	...	...	...	30	57	...	...	2	4,06
30	63	...	...	...	...	...	...	...	...	...	30	63	...	...	2	4,41
112	4,60	...	...	5	15	4	2	...	...	3	121	4,80	5	...	41	11,25
81	3,44	...	...	5	14		1	...	...	4	89	3,63	5	...	3	8,61
92	4,05	...	...	6	18	4	1	...	...	4	102	4,28	10	...	33	10,10
112	5,34	...	...	10	29	9	3	...	...	7	131	5,73	12	...	35	15,93
87	4,22	...	...	8	24	13	4	...	...	8	108	4,58	8	...	41	14,32
42	30	...	...	...	...	...	...	...	...	...	42	30	1	...	2	1,28
31	27	...	...	...	...	...	...	...	...	...	31	27	...	...	2	1,14
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
42	40	...	...	1	1	...	1	...	...	...	43	42	1	...	1	1,52
30	28	...	...	2	1	...	...	...	...	...	32	29	1	...	2	1,50
30	46	...	...	...	...	...	...	...	...	...	30	46	...	...	1	1,57
37	66	...	...	...	...	...	...	...	...	...	37	66	...	...	2	1,97
47	64	...	...	...	...	...	...	...	...	...	47	64	...	...	2	1,69
44	64	...	...	...	...	...	...	...	...	...	44	64	...	...	2	1,79
44	71	...	...	...	...	...	...	...	...	...	44	71	...	...	2	3,53

*Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse ... ... =0·25 ton.
A head of sheep, goat, etc. ... ... =0·025 ton.
An elephant ... ... =2·50 tons.

† Information not furnished.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	Number of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
'6" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Burdwan-Katwa.	1916-17	1	...	1,4	1	10,3	5	358,7	1,06	...	...	370,5	1,12	5	1,17
	1917-18	...	...	1,2	1	8,2	4	342,4	1,02	...	...	351,8	1,07	5	1,12
	1918-19	...	...	1,5	1	9,1	5	361,6	1,05	...	...	372,2	1,11	5	1,16
	1919-20	1	...	1,6	2	11,2	7	409,0	1,25	...	...	421,9	1,34	5	1,39
	1920-21	...	...	1,5	2	11,2	6	389,3	1,26	...	...	402,0	1,34	7	1,41
Champaner-Shivraj-pur-Pani Light.	1916-17	...	...	7	1	...	...	188,6	40	...	...	189,3	41	1	42
	1917-18	...	...	7	1	...	...	155,3	35	...	...	156,0	36	3	3
	1918-19	...	...	8	1	...	...	225,6	58	...	...	226,4	59	2	61
	1919-20	...	...	9	1	...	...	239,6	59	...	...	240,5	60	2	62
	1920-21	...	...	1,0	1	...	...	211,5	56	1	...	212,6	57	2	59
Cutch State.	1916-17	...	...	1,1	2	...	...	86,6	42	...	...	87,7	44	7	51
	1917-18	...	...	4	1	...	...	50,3	23	...	...	50,7	24	6	30
	1918-19	...	...	1,2	2	...	...	97,8	47	...	...	99,0	49	9	58
	1919-20	...	...	1,7	2	...	...	105,4	50	...	...	107,1	52	7	59
	1920-21	...	...	1,7	2	...	...	95,7	45	...	...	97,4	47	10	57
Dehri-Rohtas Light.	1916-17	2	...	...	...	4	...	69,3	15	...	...	69,9	15	...	15
	1917-18	1	...	...	...	3	...	65,1	13	...	...	65,5	13	1	14
	1918-19	1	...	...	...	2	...	65,9	14	...	...	66,2	14	1	15
	1919-20	1	...	...	...	3	...	65,1	14	...	...	65,5	14	1	15
	1920-21	2	...	...	...	6	...	80,3	17	...	...	81,1	17	1	18
Dholpur-Bari.	1916-17	...	...	7	1	...	...	103,8	34	...	...	104,5	35	3	38
	1917-18	...	...	6	1	...	...	109,6	36	...	...	110,2	37	4	41
	1918-19	...	...	4	1	...	...	122,5	41	...	...	122,9	42	3	45
	1919-20	...	...	5	1	...	...	165,9	54	...	...	166,4	55	3	58
	1920-21	...	...	8	...	...	...	156,2	52	...	...	156,5	52	3	55
Godhra-Lunavada.	1916-17	...	...	8	1	...	...	102,5	43	...	...	103,3	44	2	46
	1917-18	...	...	5	1	...	...	79,8	31	...	...	80,3	32	3	35
	1918-19	...	...	1,0	1	...	...	103,4	44	...	...	104,4	45	3	48
	1919-20	...	...	8	2	...	...	133,4	55	...	...	134,2	57	4	61
	1920-21	...	...	8	2	...	...	165,1	68	...	...	165,9	70	4	74
Jessore-Jhenidah.	1916-17	3	1	1,3	1	7,0	4	210,5	65	...	...	219,1	71	6	77
	1917-18	2	...	1,1	1	3,8	2	174,2	55	...	...	179,3	58	7	65
	1918-19	2	1	1,4	1	4,7	3	207,0	64	...	...	213,3	69	7	70
	1919-20	2	1	1,9	2	6,6	4	280,7	87	...	...	289,4	94	8	1,02
	1920-21	3	1	2,0	2	8,1	6	303,1	1,00	...	...	313,5	1,09	1,0	1,19

DIX 5—*contd.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
6	8	...	...	4	5	1	1	...	...	...	11	14	...	...	2	1,33
11	16	...	...	2	2	...	...	...	...	...	13	18	...	...	2	1,32
13	20	...	...	1	1	...	...	...	...	...	14	21	...	...	4	1,41
17	23	...	...	1	1	...	...	...	...	1	18	25	...	...	7	1,71
9	15	...	...	1	1	1	1	...	...	1	11	18	...	...	8	1,67
48	50	...	...	1	1	4	1	...	...	...	53	52	1	...	...	95
62	81	2	3	1	...	1	...	...	...	...	66	84	1	...	1	1,25
47	61	5	4	1	1	...	...	...	...	...	53	66	1	...	1	1,29
78	98	...	...	1	1	1	...	...	...	...	80	99	1	...	2	1,64
106	1,43	...	...	2	1	...	...	...	...	...	108	144	2	...	2	2,07
17	33	...	...	...	...	...	...	...	...	8	17	41	...	...	1	93
11	21	...	...	1	...	...	...	...	...	5	12	28	...	...	1	59
22	48	...	...	1	3	...	...	...	...	10	23	61	...	...	1	1,20
15	35	...	...	...	...	...	...	...	...	7	15	42	...	...	1	1,02
11	28	...	...	1	2	...	...	...	...	5	12	35	...	...	1	93
123	1,87	...	...	16	24	...	...	...	...	...	39	2,11	...	...	6	2,31
120	1,78	...	...	12	18	...	...	...	...	...	132	1,96	...	...	8	2,18
122	1,79	...	...	15	21	...	...	...	...	...	137	2,00	...	...	8	2,23
153	2,21	...	...	15	21	...	...	...	...	...	168	2,42	...	...	10	2,67
172	2,42	...	...	9	13	...	...	...	...	...	181	2,55	...	...	6	2,73
39	66	...	...	...	...	1	...	...	...	...	40	66	1	...	1	1,06
43	68	...	...	...	...	1	...	...	...	...	44	68	1	...	1	1,11
62	70	...	...	...	...	...	...	...	...	1	62	71	1	...	1	1,18
56	99	...	...	...	...	...	...	...	...	...	56	99	1	...	1	1,59
76	1,27	...	...	...	...	...	...	...	...	...	76	1,27	1	...	1	1,84
12	17	...	...	...	...	...	...	...	...	...	12	17	1	...	1	65
13	17	...	...	...	...	...	...	...	...	...	13	17	1	...	1	54
16	26	1	1	...	...	...	...	...	...	...	17	27	2	...	2	79
14	25	...	...	...	...	...	...	...	...	...	14	25	2	...	...	88
21	34	...	...	...	...	...	...	...	...	...	21	34	1	...	2	111
12	27	...	...	1	1	1	1	...	...	...	14	29	...	...	5	1,11
10	22	...	...	1	1	...	...	...	...	...	11	23	...	...	1	89
13	26	...	...	...	...	...	...	...	...	...	13	26	...	...	1	1,03
18	39	...	...	...	1	1	...	...	...	...	19	40	...	...	1	1,43
15	34	...	...	...	...	1	1	...	...	2	16	37	...	...	1	1,57

Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2' 6" GAUGE —*contd.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Kalighat-Falta.	1917-18	1	...	1,0	1	10,0	3	306,1	69	4,1	1	321,3	74	4	78
	1918-19	1	...	3,2	1	23,4	7	620,0	1,46	...	...	646,7	1,54	5	1,59
	1919-20	2	...	3,6	2	30,0	10	682,8	1,62	13,3	2	729,9	1,76	5	1,81
	1920-21	2	1	3,4	2	32,9	10	669,0	1,84	48,6	15	754,1	2,12	5	2,17
Kolar District and Bangalore — Chik Ballapur Light.	1916-17	5	1	4,1	3	...	...	466,2	1,23	5,8	...	476,6	1,27	4	1,31
	1917-18	7	1	4,3	5	...	...	567,7	1,72	8	...	573,5	1,78	8	1,86
	1918-19	7	2	6,3	7	...	...	682,8	2,17	5,5	...	695,3	2,26	10	2,36
	1919-20	7	2	6,6	8	...	...	739,8	2,43	5,4	...	752,5	2,53	10	2,63
	1920-21	8	2	7,1	8	...	...	746,2	2,44	3,9	...	758,0	2,54	15	2,69
Madeya Light.	1916-17 to 1919 20	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	1920-21	...	...	...	77	...	...	...	...	...	...	...	77	...	77
Morappur-Hosur and Tirupattur-Krishnagiri.	1916-17	†	4	...	...	...	...	†	1,62	†	...	†	1,66	7	1,73
	1917-18	†	3	...	...	...	...	†	1,64	†	1	†	1,68	10	1,78
	1918-19	†	4	...	...	...	...	†	1,80	†	1	†	1,85	9	1,94
	1919-20	†	5	...	...	...	...	†	2,14	†	1	†	2,20	11	2,31
	1920-21	†	4	...	...	...	...	†	2,05	†	1	†	2,10	15	2,25
Mourbhanj State.	1916-17	2	...	4	1	3,2	2	66,4	21	...	...	70,2	24	3	27
	1917-18	1	...	3	1	2,0	1	49,4	19	...	...	51,8	21	3	24
	1918-19	1	1	3	1	2,1	1	52,9	20	...	...	55,4	23	2	25
	1919 20	1	...	3	1	3,0	2	64,5	24	...	...	67,9	27	3	30
	1920-21§	1	...	1	...	1,4	1	28,4	11	...	...	30,0	12	1	13
Nadiad-Kapadvanj.	1916-17	...	...	1,0	1	...	...	273,0	97	...	...	274,0	98	7	1,05
	1917-18	...	...	9	2	...	...	295,7	1,00	...	...	296,6	1,02	8	1,10
	1918-19	...	...	1,4	3	...	...	376,8	1,28	...	...	378,2	1,3	8	1,39
	1919-20	...	...	1,5	3	...	...	437,1	1,48	...	...	438,6	1,51	10	1,61
	1920-21	...	...	1,9	4	...	...	436,6	1,69	...	...	438,5	1,73	10	1,83
Parlakimedi Light.	1916-17	2	1	4	...	2,8	1	158,2	36	...	...	161,6	38	2	40
	1917-18	1	...	3	1	2,2	1	134,6	37	...	...	137,2	39	3	42
	1918-19	1	1	4	1	2,3	1	142,2	39	...	...	145,0	42	2	44
	1919-20	2	...	5	1	3,9	2	168,0	48	...	...	172,5	50	3	53
	1920-21	1	...	5	1	3,9	2	168,0	47	...	...	172,5	50	5	55

* Information not available.
† Included with the South Indian railway (3' 3¾" gauge).
§Up to the 15th July 1920, after which the railway was purchased by the Mayurbhanj Railway Company and incorporated with their line.

DIX 5—*contd.*

of each railway system.

GOODS TRAFFIC.															
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
8	10	...	...	...	...	...	...	...	...	...	8	10	...	...	1	89
20	27	...	...	...	...	...	...	...	...	...	20	27	...	...	3	1,89
25	33	...	...	...	...	...	...	...	...	2	25	35	...	...	4	2,20
19	30	...	...	...	...	...	...	...	...	...	19	30	...	...	4	2,51
24	40	...	...	...	...	3	2	...	...	...	27	42	1	...	3	1,77
30	63	...	...	...	...	5	4	...	...	1	35	68	1	...	6	2,61
28	58	...	...	...	...	4	4	...	...	1	27	63	1	...	2	3,02
27	76	...	...	...	...	3	2	...	...	...	30	8	1	...	5	3,47
27	82	...	1	...	...	2	1	...	...	1	29	85	1	...	2	3,57
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
...	9	...	...	...	...	...	...	...	...	...	...	9	...	...	1	87
‡	70	...	...	...	...	‡	1	...	...	2	‡	73	...	...	3	2,49
‡	64	...	...	...	...	‡	1	...	...	1	‡	66	...	...	—29	2,73
‡	74	...	...	...	...	‡	...	...	...	1	‡	76	...	...	—26	2,44
‡	79	...	...	...	...	‡	2	...	2	1	‡	84	1	...	1	3,17
‡	77	...	...	...	...	‡	1	...	1	1	‡	80	...	...	1	3,06
14	24	...	...	...	...	...	1	...	...	...	14	25	...	...	...	52
15	28	...	...	...	...	...	...	...	...	...	15	28	...	...	...	52
10	20	...	...	...	...	1	1	...	...	...	11	21	...	...	...	46
18	35	...	...	...	...	..	...	...	...	...	18	35	...	...	...	65
3	6	...	...	...	...	1	1	...	...	...	4	7	...	...	1	21
18	37	...	...	1	1	...	...	...	...	...	19	38	...	...	1	1,44
23	46	...	...	...	1	...	...	...	...	...	23	47	...	...	1	1,58
37	64	...	...	1	1	...	...	...	...	...	38	65	...	...	1	2,05
29	56	...	...	1	...	...	...	...	...	2	30	58	...	...	4	2,23
36	70	...	...	...	...	...	...	...	...	1	36	71	...	...	4	2,58
11	9	...	...	...	...	...	...	...	...	...	11	9	...	...	...	49
12	10	...	...	...	...	1	2	...	...	...	13	12	...	...	...	54
10	9	...	...	...	...	...	...	...	...	...	10	9	...	...	...	53
9	1	...	...	...	...	1	2	...	...	...	10	16	...	...	...	69
8	19	...	...	...	...	1	1	...	...	...	9	20	...	...	...	75

* Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse =0·25 ton.
A head of sheep, goat, etc. ... =0·025 ton.
An elephant ... =2·50 tons.

† Information not available.

‡ Included with the South Indian railway (3′ 3⅜″ gauge).

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		Passenger Traffic.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2'6" Gauge —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Powayan Light.	1916-17	1	...	3,2	2	1	...	416,3	63	...	...	419,7	65	2	67
	1917-18	1	...	3,1	2	2	...	400,8	65	...	...	404,2	67	2	69
	1918-19	1	...	6	1	...	...	89,4	17	...	...	96,9	18	...	18
	1919-20	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	1920-21														
Shahdara (Delhi)-Saharanpur Light.	1916-17	6	2	1	...	18,3	11	1,092,2	3,69	...	...	1,111,2	3,82	12	3,94
	1917-18	8	2	...	...	17,4	11	1,080,2	3,59	...	...	1,098,4	3,72	16	3,88
	1918-19	7	2	1	...	18,8	13	1,055,7	4,03	...	...	1,075,3	4,18	15	4,33
	1919-20	1,0	3	2	...	20,9	17	929,1	4,34	...	...	951,2	4,54	19	4,73
	1920-21	11	3	1	...	22,5	18	1,054,4	4,69	...	...	1,078,1	4,90	29	5,19
Tezpore-Balipara Light.	1916-17	1,2	2	...	...	7,2	2	159,2	38	19,7	2	187,3	44	7	51
	1917-18	1,0	1	...	...	6,8	2	167,5	40	19,6	2	194,9	45	7	52
	1918-19	9	1	...	...	8,0	2	186,0	44	19,6	2	214,5	49	8	57
	1919-20	7	1	...	...	9,4	3	192,7	45	19,6	2	222,4	51	7	58
	1920-21	9	1	...	...	9,2	3	205,0	42	19,6	2	234,7	48	8	56
2'0" Gauge.															
Darjeeling Himalayan.	1916-17	7,7	91	33,5	1,37	...	...	623,3	3,90	1	1	664,6	6,18	1,54	7,72
	1917-18	8,7	1,20	30,1	1,33	...	...	514,7	3,97	3	1	553,8	6,51	1,74	8,25
	1918-19	10,7	1,50	33,3	1,54	...	...	513,2	4,28	3	1	562,5	7,33	1,86	9,19
	1919-20	10,0	1,37	34,7	1,42	...	...	578,4	4,46	3	1	623,4	7,26	1,79	9,05
	1920-21	11,0	1,62	36,9	1,58	...	...	545,0	4,47	2	1	593,1	7,68	2,08	9,76
Gwalior Light.	1916-17	4	3	5,8	10	...	...	428,6	2,35	...	...	434,8	2,48	21	2,69
	1917-18	9	6	6,2	15	...	...	391,3	2,43	...	...	398,4	2,64	27	2,91
	1918-19	1,2	8	7,8	21	...	...	462,7	3,02	...	...	471,7	3,31	25	3,56
	1919-20	1,4	10	8,6	24	...	...	497,4	3,25	...	...	507,4	2,59	41	4,00
	1920-21	1,2	8	8,7	23	...	...	502,4	3,29	...	...	512,3	3,60	62	4,22
Howrah-Amta Light.	1916-17	6	1	13,8	3	113,2	28	1,606,2	4,71	393,5	26	2,127,3	5,29	15	5,44
	1917-18	3,5	3	1,7	1	69,5	23	1,566,9	4,66	308,4	25	1,950,0	5,18	17	5,35
	1918-19	7,1	4	...	...	86,1	27	1,675,0	4,96	325,0	27	2,093,2	5,54	21	5,75
	1919-20	8,6	6	...	...	104,9	33	1,830,4	5,35	331,7	34	2,325,6	6,08	26	6,34
	1920-21	9,5	7	...	...	111,9	36	1,897,4	6,43	467,6	49	2,486,4	7,35	29	7,64
Howrah-Shearkhala Light.	1916-17	1	...	1,0	...	40,6	7	508,1	99	454,6	35	1,004,4	1,41	3	1,44
	1917-18	6	1	3	...	23,5	5	497,9	98	367,7	35	899,0	1,39	4	1,43
	1918-19	1,1	1	...	...	31,0	7	534,3	1,05	447,7	41	1,014,1	1,54	4	1,58
	1919-20	1,3	1	...	...	23,0	5	490,0	1,11	391,5	31	905,8	1,48	4	1,52
	1920-21	1,1	1	...	...	26,4	5	433,4	1,17	259,9	24	720,8	1,47	5	1,52

* Temporarilyn dismatled.

DIX 5—*contd.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. [In thousands.]	Total gross earnings. [In thousands.]
Tons. [In thousands.]	Earnings. [In thousands.]	Tons [In thousands.	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs		Rs.	Rs	Rs.	Rs.	Rs.
34	34	...	...	...	...	...	...	...	...	...	34	34	...	...	...	1,01
29	33	...	...	...	...	...	...	...	...	...	29	33	...	...	...	1,02
7	8	...	...	...	...	...	...	...	...	...	7	8	...	...	...	26
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†
99	2,69	...	...	2	2	...	...	...	...	1	101	2,72	...	...	3	6,69
119	3,20	...	...	1	2	1	1	...	...	2	121	3,25	...	...	3	7,16
123	3,56	...	...	...	...	...	...	...	...	2	123	3,58	...	...	3	7,94
101	2,68	...	...	2	2	...	...	...	...	3	103	2,73	...	...	11	7,57
103	3,10	...	...	1	1	...	...	...	...	7	104	3,18	...	...	3	8,40
13	53	...	...	14	36	...	...	...	...	2	27	91	2	...	4	1,48
10	46	...	...	9	25	...	...	...	...	3	19	74	2	...	5	1,33
12	53	...	...	11	28	...	...	...	...	3	23	84	2	...	12	1,55
12	55	...	...	14	37	...	...	...	...	4	26	96	2	...	10	1,66
12	51	...	...	10	27	...	...	...	...	2	22	80	2	...	6	1,44
91	7,29	...	4	9	52	23	59	...	3	1	123	8,48	4	...	9	16,33
88	7,32	...	3	5	41	23	39	...	1	7	116	8,23	4	...	7	16,59
103	7,72	...	3	7	48	28	36	...	3	4	138	8,66	6	...	13	18,04
113	8,74	...	3	5	36	19	27	...	1	4	137	9,45	4	...	22	18,76
107	8,80	...	2	7	50	13	30	...	2	3	127	9,67	5	...	14	19,62
81	2,75	...	...	2	4	2	3	...	...	1	85	2,83	6	...	5	5,03
88	3,37	...	...	3	3	3	4	...	...	8	94	3,52	7	...	8	6,38
87	3,91	...	...	2	2	4	6	...	...	4	92	4,03	8	...	6	7,73
81	3,08	...	...	1	1	3	6	...	...	4	85	3,19	9	...	9	7,37
73	2,59	...	...	1	1	2	4	...	...	3	76	2,67	8	...	11	7,08
39	60	...	...	...	...	...	...	...	...	...	39	60	...	...	3	6,97
39	63	...	...	...	...	...	...	...	...	...	39	63	...	...	4	6,02
44	76	...	...	...	...	...	...	...	...	...	44	76	1	...	3	6,55
47	80	...	...	...	...	...	...	...	...	...	47	80	1	...	3	7,18
47	86	...	...	...	...	...	...	...	...	...	47	86	1	...	4	8,55
13	16	...	...	...	...	...	...	...	...	...	13	16	...	...	1	1,61
14	18	...	...	...	...	...	...	...	...	...	14	18	...	...	1	1,62
13	16	...	...	...	...	...	...	...	...	...	13	16	...	...	1	1,75
15	19	...	...	...	...	...	...	...	...	...	15	19	...	...	1	1,72
16	23	...	...	...	...	...	...	...	...	...	16	23	...	...	1	1,76

* Live-stock has been converted into tons at:—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

† Temporarily dismantled.

APPEN

Details of gross earnings

Railway system.	Year.	COACHING TRAFFIC.													
		PASSENGER TRAFFIC.												Other coaching traffic earnings. [In thousands.]	Total coaching traffic earnings. [In thousands.]
		1st class.		2nd class.		Inter. class.		3rd class.		Season and vendors' tickets.		Total.			
		No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands]	No. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]	No. of trips up and down on which the price of the tickets is based. [In hundreds.]	Earnings. [In thousands.]	No. [In hundreds.]	Earnings. [In thousands.]		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2'0" GAUGE —*concld.*			Rs.		Rs.		Rs.		Rs.		Rs.		Rs.	Rs.	Rs.
Jagadhri Light.	1916-17	2	...	...	...	1,7	...	83,8	8	...	...	85,7	8	2	10
	1917-18	1	...	...	...	2,7	1	97,1	9	...	...	99,9	10	1	11
	1918-19	3	...	...	...	2,6	1	90,0	8	...	...	93,1	9	3	12
	1919-20	3	...	...	...	5,4	1	125,7	12	...	...	131,4	13	4	17
	1920-21	4	...	...	...	4,0	1	169,3	16	...	...	173,7	17	2	19
Jorhat (Provincial).	1916-17	...	...	...	...	...	...	220,5	39	...	...	220,5	39	...	39
	1917-18	...	...	...	...	...	...	200,1	36	...	...	200,1	36	...	36
	1918-19	...	...	...	...	...	...	209,1	35	...	...	209,1	35	...	35
	1919-20	...	...	...	...	...	...	216,8	40	...	...	216,8	40	...	40
	1920-21	...	...	...	...	...	...	230,0	44	...	...	230,0	44	...	44
Kulasekarapatnam Light.	1916-17	...	...	...	...	...	...	78,0	11	...	...	78,0	11	...	11
	1917-18	...	...	...	...	...	...	66,2	10	...	...	66,2	10	...	10
	1918-19	...	...	...	...	...	...	55,7	13	...	...	55,7	13	...	13
	1919-20	...	...	...	...	...	...	89,7	24	...	...	89,7	24	...	24
	1920-21	...	...	...	...	...	...	70,8	24	...	...	70,8	24	...	24
Pipar-Bilara Light.	1916-17	...	...	3	...	...	...	73,4	18	...	...	73,7	18	1	19
	1917-18	...	...	2	...	...	...	39,1	10	...	...	39,3	10	1	11
	1918-19	...	...	4	...	...	...	77,3	24	...	...	77,7	24	1	25
	1919-20	...	...	6	1	...	...	106,8	29	...	...	107,4	30	1	31
	1920-21	...	...	6	1	...	...	99,9	29	...	...	100,5	30	2	32
Mysore Light.	1916-17	...	...	...	...	...	...	3,2	1	...	...	3,2	1	...	1
	1917-18	...	...	6	1	...	...	21,6	13	...	...	22,3	14	...	14
	1918-19	...	...	1,3	2	...	...	26,9	16	...	...	28,2	18	...	18
	1919-20	...	...	1,1	2	...	...	27,4	16	...	...	28,5	18	1	19
	1920-21	...	...	1,4	2	...	...	32,4	20	...	...	33,8	22	1	23
TOTAL OF ALL RAILWAYS.	1916-17	822,6	72,26	4,607,1	1,80,01	14,348,8	1,22,41	431,456,2	19,61,59	34,796,2	21,92	486,030,9	23,08,19	4,03,14	27,05,95*
	1917-18	882,6	95,25	4,216,1	1,43,30	7,719,4	1,15,73	381,016,7	21,44,51	36,433,9	24,36	430,268,7	25,23,15	4,99,39	30,17,05*
	1918-19	1,048,6	1,11,69	5,118,6	1,72,66	8,721,6	1,42,88	404,387,6	24,42,81	40,456,0	27,74	459,732,4	28,97,78	5,28,87	34,20,16*
	1919-20	1,168,2	1,28,80	6,489,1	2,17,94	10,200,6	1,69,68	469,305,8	27,68,91	41,973,7	30,96	520,027,4	33,16,29	5,97,67	39,06,98*
	1920-21	1,148,5	1,30,48	7,128,5	2,26,49	11,749,6	1,91,19	496,280,4	28,91,25	43,939,1	37,24	559,246,1	34,76,65	6,15,83	40,85,23*

* Excluding the Cawnpore-Burhwal link earnings which are included under the head Sundry earning.

DIX 5—*concld.*

of each railway system.

GOODS TRAFFIC.																
MERCHANDISE, GENERAL.		MILITARY STORES.		COAL AND COKE FOR THE PUBLIC AND FOREIGN RAILWAYS.		REVENUE STORES, INCLUDING COAL AND MATERIALS FOR CONSTRUCTION.		LIVE-STOCK.		OTHER GOODS TRAFFIC.	TOTAL GOODS TRAFFIC.		Electric telegraph earnings. [In thousands.]	Steam boat earnings. [In thousands.]	Sundry earnings. (In thousands.]	Total gross earning. [In thousands.
Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands]	Earnings. [In thousands]	Tons. [In thousands]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Tons. [In thousands.]	Earnings. [In thousands.]	Earnings. [In thousands]	Tons. [In thousands.]	Earnings. [In thousands.]				
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33
	Rs.		Rs.		Rs.		Rs.		Rs.	Rs.		Rs.	Rs.	Rs.	Rs.	Rs.
11	7	...	...	...	...	...	...	...	...	...	11	7	...	...	...	17
10	6	...	...	...	...	...	...	...	...	...	10	8	...	...	...	19
8	5	...	...	...	...	...	...	...	...	...	8	5	...	...	1	18
7	8	...	...	...	...	...	...	...	..	...	7	8	...	...	...	25
8	7	...	...	...	...	...	...	...	...	...	8	7	...	...	4	30
33	1,21	...	...	...	...	...	...	...	...	...	33	1,21	1	1	3	1,65
28	1,01	...	...	...	...	...	...	...	...	...	28	1,01	1	...	4	1,42
20	73	...	...	...	...	...	...	...	...	...	20	73	1	...	4	1,13
21	82	...	...	...	...	...	...	.	...	...	21	82	1	...	3	1,26
20	82	...	...	...	...	...	...	...	...	...	20	82	2	...	4	1 32
23	68	...	...	1	1	...	...	...	...	...	24	69	..	...	...	80
23	22	...	...	2	...	1	...	...	...	...	26	22	...	...	...	32
23	29	...	...	1	...	...	...	...	...	...	24	29	...	...	...	42
17	26	...	...	1	...	...	...	...	..	...	18	26	...	...	...	50
23	48	...	...	2	1	...	...	...	...	...	24	49	...	...	...	73
5	7	...	...	...	...	...	...	...	...	...	5	7	...	...	...	26
5	9	...	...	...	...	...	...	...	...	...	5	9	...	...	...	20
4	5	...	...	...	...	...	...	...	...	...	4	5	...	...	...	30
4	8	...	...	1	...	...	...	...	...	...	5	8	...	...	...	39
3	5	...	...	...	...	...	...	...	...	...	3	5	...	...	...	37
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	2	...	...	...	...	1	1	...	...	...	1	3	...	...	...	17
1	7	...	...	...	...	2	2	...	...	...	3	9	...	...	1	28
2	8	...	...	...	...	...	...	...	...	...	2	8	...	...	1	28
3	5	...	...	...	...	...	...	...	...	...	3	12	...	...	...	35
44,357	29,69,29	778	71,54	22,392	7,97,91	18,442	2,45,40	273	40,00	29,38	86,242	41,43,00†	10,69	22,34	1,86,24	70,68,42
43,933	31,41,78	1,666	1,45,84	21,822	8,26,04	17,823	2,74,46	228	36,11	37,44	85,472	44,49,54†	12,67	19,36	2,37,77	77,36,39
47,207	34,89,96	2,468	1,95,71	23,255	8,79,58	17,953	2,88,24	278	43,31	35,44	91,161	49,13,89†	17,18	22,20	2,55,25	86,28,68
45,767	34,42,21	1,563	1,34,64	21,883	7,89,49	18,623	2,74,09	269	51,84	32,94	87,630	47,11,60†	18,01	27,49	2,47,94	‡89,15,32
46,147	35,30,25	1,065	96,53	21,845	8,20,50	18,229	2,64,51	256	51,55	45,52	87,542	47,96,84†	16,64	25,02	2,72,33	‡91,93,76

* Live-stock has been converted into tons at :—
A head of cattle, or a pony or horse = 0·25 ton.
A head of sheep, goat, etc. ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

† Excludes the Cawnpore-Burhwal link earnings which are included under the head Sundry earnings.

‡ Includes figures for the Aden railway for which detailed information is not available.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur (including 2′ 6″ gauge branches)	1916-17	44,18	8·62	77,29	15·09	28,48	5·56	38,83	7·58
	1917-18	43,68	7·75	84,63	15·01	38,04	6·75	39,19	6·95
	1918-19	49,05	7·90	97,12	15·64	53,27	8·58	44,88	7·23
	1919-20	67,18	10·22	1,09,91	16·70	74,43	11·32	56,25	8·56
	1920-21	76,52	11·89	1,15,55	17·96	73,38	11·41	66,15	10·28
Bombay, Baroda and Central India (including 2′ 6″ gauge lines worked).	1916-17	26,46	6·16	73,32	17·06	18,81	4·38	28,65	6·67
	1917-18	33,22	6·77	87,73	17·90	22,95	4·68	32,21	6·57
	1918-19	35,45	6·22	1,04,93	18·39	30,17	5·29	39,33	6·89
	1919-20	41,62	7·19	1,22,23	21·12	34,20	5·91	49,81	8·61
	1920-21	57,79	9·39	1,49,64	24·32	50,20	8·16	75,05	12·20
Eastern Bengal	1916-17	24·68	11·09	28,01	12·59	11,49	5·16	34,35	15·43
	1917-18	29,19	14·00	27,52	13·21	10,63	5·10	33,64	16·14
	1918-19	27,88	11·80	32,12	13·61	13,78	5·84	37,42	15·85
	1919-20	40,13	14·53	38,91	14·10	48,15	17·45	46,56	16·87
	1920-21	45,63	16·28	45,69	16·31	—4,71	—1·68	53,90	19·23
East Indian	1916-17	82,85	7·23	1,33,09	11·62	43,36	3·79	1,00,65	8·79
	1917-18	84,54	6·92	1,39,00	11·38	38,94	3·19	1,00,08	8·19
	1918-19	86,46	6·21	1,66 24	11·94	46,80	3·36	1,13,27	8·13
	1919-20	1,15,65	8·50	1,88,44	13·85	89,10	6·54	1,28,75	9·46
	1920-21	1,62,37	11·18	2,26,92	15·62	1,00,61	6·92	1,59,59	10·98
Great Indian Peninsula (including 2′ 6″ gauge lines worked).	1916-17	93,89	8·96	2,56,50	24·48	38,68	3·69	81,56	7·79
	1917-18	1,02,98	9·06	2,75,10	24·22	45,86	4·04	91,56	8·06
	1918-19	1,21,60	9·39	3,26,04	25·17	71,28	5·50	1,04,81	8·10
	1919-20*	1,32,69	9·74	3,50,22	25·70	1 08,26	7·94	1,20,46	8·84
	1920-21*	1, 7,80	12·71	4,08,38	29·57	1,52,42	11·02	1,63,18	11·80
Madras and Southern Mahratta	1916-17	22,99	7·64	63,64	21·15	16,59	5·51	17,01	5·65
	1917-18	22,07	6·57	62,59	18·64	18,32	5·45	17,80	5·30
	1918-19	21,60	8·14	67,53	19·20	22,57	6·42	19,08	5·43
	1919-20	35,38	9·56	75,42	20·38	29,84	8·06	20,52	5·54
	1920-21	48,84	13·06	95,64	25·57	35,69	9·54	27,85	7·44
Nizam's Guaranteed State	1916-17	5,40	7·61	10,89	15·35	1,94	2·74	4,13	5·82
	1917 18	5,32	6·86	9,19	11·86	3,46	4·46	4,30	5·56
	1918-19	14,65	17·57	11,45	13·74	3,32	3·98	5,05	6·07
	1919-20	5,49	6·09	10,11	11·22	2,97	3·29	5,69	6·31
	1920-21	17,42	20·46	14,95	17·55	4,62	5·43	7,26	8·52

*Excludes the Matheran Light railway for which information is not available.

DIX 6.

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE.
21,79	4·25	4,72	0·92	31,07	6·07	2,46,36	48·09	1916-17	Bengal-Nagpur (including 2′ 6″ gauge branches).
23,05	4·08	4,98	0·87	29,08	5·16	2,62,60	46·57	1917-18	
25,13	4·05	4,76	0·77	33,49	5·39	3,07,70	49·56	1918-19	
29,74	4·53	6,45	0·98	40,99	6·23	3,84,96	58·54	1919-20	
34,23	5·32	6,54	1·02	51,88	8·07	4,24,25	65·95	1920-21	
14,75	3·43	...	...	16,79	3·90	1,78,78	41·60	1916-17	Bombay, Baroda and Central India (including 2′ 6″ gauge lines worked).
15,87	3·24	...	...	21,59	4·40	2,13,57	43·56	1917-18	
17,61	3·09	...	...	21,78	3·82	2,49,27	43·70	1918-19	
20,15	3·48	...	...	41,39	7·16	3,09,40	53·47	1919-20	
28,31	4·60	...	...	51,74	8·41	4,12,73	67·08	1920-21	
12,55	5·64	...	...	6,70	3·01	1,17,78	52·92	1916-17	Eastern Bengal.
13,05	6·26	...	...	7,51	3·60	1,21,54	58·31	1917-18	
14,94	6·30	...	...	9,00	3·82	1,35,14	57·22	1918-19	
17,68	6·41	...	...	10,70	3·88	2,02,13	73·24	1919-20	
19,74	7·04	...	...	10,92	3·90	1,71,17	61·08	1920-21	
36,34	3·17	—24	— 0·02	25,59	2·23	4,21,66	36·81	1916-17	East Indian.
38,07	3·11	—11	— 0·01	25,57	2·09	4,26,09	34·87	1917-18	
44,79	3·00	—1	...	33,03	2·37	4,87,58	35·01	1918-19	
47,80	3·51	5	...	41,76	3·07	6,11,45	44·93	1919-20	
56,51	3·89	64	0·04	59,38	4·09	7,66,02	52·72	1920-21	
37,69	3·59	...	...	54,68	5·23	5,65,99*	53·69	1916-17	Great Indian Peninsula (including 2′ 6″ gauge lines worked).
39,10	3·43	...	...	51,08	4·50	6,09,19*	53·27	1917-18	
47,26	3·64	...	...	65,11	5·03	7,41,00*	57·22	1918-19	
53,21	3·90	...	...	87,68	6·43	8,59,92*	62·84	1919-20	
73,89	5·34	...	...	91,28	6·59	10,72,78*	76·66	1920-21	
11,27	3·74	...	...	17,32	5·76	1,48,82	49·45	1916-17	Madras and Southern Mahratta.
11,49	3·42	...	...	18,61	5·54	1,50,88	44·92	1917-18	
11,70	3·33	...	...	19,82	5·63	1,62,30	46·15	1918-19	
13,36	3·61	...	...	28,36	7·67	2,02,88	54·82	1919-20	
16,52	4·42	...	...	15,65	4·18	2,40,19	64·21	1920-21	
3,57	5·03	...	...	4,31	6·08	30,24	42·63	1916-17	Nizam's Guaranteed State.
4,13	5·33	...	...	14,47	18·68	40,87	52·75	1917-18	
4,26	5·11	...	...	12,26	14·71	50,99	61·18	1918-19	
4,74	5·25	...	...	23,55	26·12	52,55	58·28	1919-20	
5,72	6·72	...	...	—2,21	—2·60	47,76	56·08	1920-21	

* Includes the Central Provinces, Dhond-Baramati and Pachora-Jamner railways not included in the details.

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE—*concld.*									
North Western—									
Commercial section (including 2′ 6″ gauge lines)	1916-17	1,15,69	11·33	1,70,59	16·71	35,32	3·46	86,51	8·47
	1917-18	88,39	7·04	2,06,11	16·42	41,36	3·30	93,47	7·45
	1918-19	1,20,26	9·38	2,41,29	18·81	63,23	4·93	1,17,54	9·16
	1919-20	1,30,08	10·59	2,74,17	22·31	72,11	5·87	1,37,80	11·21
	1920-21	1,79,33	13·87	3,42,32	26·48	1,01,62	7·86	1,64,23	12·71
Military section (including 2′ 6″ gauge lines) ...	1916-17	18,82	22·02	30,26	35·41	3,83	4·48	10,39	12·16
	1917-18	21,29	20·42	36,17	34·70	4,26	4·09	11,02	10·57
	1918-19	22,37	17·82	55,18	43·97	7,40	5·90	15,90	12·67
	1919-20	27,95	18·14	84,30	56·54	10,02	6·72	22,60	15·16
	1920-21	42,92	26·04	68,09	41·32	15,15	9·19	26,98	16·37
Total Commercial and Military sections (North Western),	1916-17	1,34,51	12·16	2,00,85	18·15	39,15	3·54	96,90	8·76
	1917-18	1,09,68	8·07	2,42,28	17·82	45,62	3·36	1,04,49	7·69
	1918-19	1,42,63	10·13	2,96,47	21·06	70,63	5·02	1,33,44	9·48
	1919-20	1,58,03	11·47	3,58,47	26·02	82,13	5·96	1,60,40	11·64
	1920-21	2,22,25	15·25	4,10,41	28·15	1,16,77	8·01	1,91,26	13·12
Oudh and Rohilkhand	1916-17	27,73	10·32	34,82	12·95	14,75	5·49	22,16	8·24
	1917-18	21,51	7·40	36,59	12·57	13,62	4·69	23,44	8·06
	1918-19	29,15	8·67	41,70	12·41	17,55	5·22	27,97	8·32
	1919-20	47,10	14·58	49,53	15·33	26,62	8·24	36,71	11·36
	1920-21	48,45	14·77	57,36	17·48	22,79	6·95	40,93	12·48
South Indian	1916-17	*	*	*	*	*	*	*	*
	1917-18	*	*	*	*	*	*	*	*
	1918-19	*	*	*	*	*	*	*	*
	1919-20	*	*	*	*	*	*	*	*
	1920-21	*	*	*	*	*	*	*	*
3′ 3¼″ GAUGE.									
Aden	1919-20	†	†	†	†	†	†	†	†
	1920-21	†	†	†	†	†	†	†	†
Assam-Bengal	1916-17	15,36	22·79	11,60	17·22	4,41	6·54	11,26	16·72
	1917-18	15,93	20·75	13,07	17·03	4,68	6·10	10,89	14·18
	1918-19	19,91	22·91	13,66	15·71	5,25	6·04	12,67	14·58
	1919-20	24,67	21·91	17,92	15·91	9,50	8·43	16,52	14·66
	1920-21	24,70	21·61	20,17	17·64	6,32	5·53	18,05	15·79
Bengal and North-Western	1916-17	24,58	10·54	25,17	10·79	7,54	2·23	13,01	5·58
	1917-18	23,87	10·27	26,75	11·51	13,48	5·80	13,97	6·01
	1918-19	27,46	10·66	26,84	10·42	14,14	5·49	16,88	6·55
	1919-20	22,59	8·92	28,31	11·18	16,87	6·65	21,90	8·65
	1920-21	27,56	10·71	31,93	12·41	17,04	6·62	23,35	9·08

* Included with the South Indian railway (3′ 3¼″ gauge).
† Detailed figures are not available.

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE —*contd.*
									North-Western—
31,04	3·05	28	0·03	25,48	2·50	4,64,91	45·54	1916-17	Commercial section (including 2′ 6″ gauge lines.)
33,38	2·66	53	0·04	52,27	4·16	5,15,51	41·07	1917-18	
39,16	3·05	57	0·04	57,30	4·46	6;39,35	49·86	1918-19	
43,16	3·51	1,71	0·14	49,23	4·01	7,08,26	57·64	1919-20	
56,65	4·38	2,89	0·22	49,60	3·83	8,96,69	69·35	1920-21	
5,11	5·98	...	...	2,30	2·69	70,71	82·74	1916-17	Military section (including 2′ 6″ gauge lines).
4,73	4·54	...	...	2,26	2·17	79,73	76·49	1917-18	
5,51	4·39	...	...	3,97	3·16	1,10,33	87·92	1918-19	
8,12	5·45	...	...	5,61	3·76	1,58,60	106·37	1919-20	
14,75	8·95	...	...	17,06	10·35	1,84,95	112·22	1920-21	
36,15	3·27	28	0·03	27,78	2·50	5,35,62	48·41	1916-17	Total Commercial and Military sections (North Western).
38,11	2·80	53	0·04	54,53	4·01	5,95,24	43·79	1917-18	
44,67	3·17	57	0·04	61,27	4·35	7,49,68	53·25	1918-19	
51,28	3·72	1,71	0·12	54,84	3·98	8,66,86	62·91	1919-20	
71,40	4·90	2,89	0·20	66,66	4·57	10,81,64	74·20	1920-21	
10,63	3·96	...	...	5,46	2·03	1,15,55	42·99	1916-17	Oudh and Rohilkhand.
10,78	3·71	...	...	5,57	1·92	1,11,51	38·35	1917-18	
11,81	3·51	...	...	10,84	3·22	1,39,02	41·35	1918-19	
13,22	4·10	...	...	8,77	2·71	1,81,95	56·32	1919-20	
14,84	4·52	...	...	9,83	3·00	1,94,20	59·20	1920-21	
*	*	...	...	*	*	48,73	49·61	1916-17	South Indian.
*	*	...	...	*	*	45,27	41·09	1917-18	
*	*	...	...	*	*	47,98	41·36	1918-19	
*	*	...	...	*	*	68,33	54·02	1919-20	
*	*	...	...	*	*	79,29	63·03	1920-21	
									3′ 3½″ GAUGE.
†	†	†	†	†	†	4,33	129·33	1919-20	Aden.
†	†	†	†	†	†	2,17	60·36	1920-21	
6,50	9·65	93	1·37	2,53	3·75	52,59	78·04	1916-17	Assam-Bengal.
7,86	10·23	1,12	1·46	3,43	4·47	56,98	74·22	1917-18	
8,62	9·91	94	1·07	5,22	6·01	66,27	76·23	1918-19	
10,18	9·05	3,14	2·79	6,78	6·03	88,71	78·78	1919-20	
10,93	9·56	79	0·70	7,30	6·39	88,26	77·22	1920-21	
8,20	3·52	5,05	2·17	2,71	1·16	86,26	36·99	1916-17	Bengal and North-Western.
8,37	3·60	4,17	1·79	3,20	1·38	93,81	40·36	1917-18	
9,03	3·50	4,96	1·93	3,42	1·32	1,02,73	39·87	1918-19	
10,23	4·04	5,51	2·17	5,68	2·24	1,11,09	43·85	1919-20	
9,62	3·74	5,61	2·18	4,83	1·88	1,19,94	46·62	1920-21	

*Included with the South Indian railway (3′ 3½″ gauge).
†Detailed figures are not available.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
3′ 3¾″ GAUGE—*contd.*									
Bengal Dooars	1916-17	2,89	16·33	1,41	7·97	42	2·37	1,11	6·27
	1917-18	2,84	16·61	1,13	6·64	44	2·56	1,15	6·71
	1918-19	2,76	15·11	1,54	8·44	42	2·29	1,28	6·97
	1919-20	3,23	17·87	1,78	9·83	53	2·93	1,42	7·82
	1920-21	3,01	19·59	1,92	12·51	55	3·60	1,55	10·10
Bhavnagar State*	1916-17	2,53	14·39	2,30	13·08	47	2·70	1,72	9·75
	1917-18	1,42	7·44	2,39	12·47	44	2·31	1,82	9·54
	1918-19	2,15	7·81	3,24	11·78	62	2·24	2,24	8·15
	1919-20	2,29	8·80	3,45	13·26	80	3·07	2,60	9·99
	1920-21	2,60	10·88	3,79	15·84	98	4·10	2,82	11·78
Bombay, Baroda and Central India † ...	1916-17	27,27	7·55	67,01	18·56	17,40	4·82	27,40	7·59
	1917-18	29,87	8·08	70,10	18·95	15,58	4·21	28,99	7·83
	1918-19	33,03	7·25	88,41	19·40	22,49	4·93	35,84	7·87
	1919-20	53,71	11·87	93,81	20·74	36,05	7·97	40,91	9·05
	1920-21	59,03	12·88	1,06,67	23·27	35,92	7·84	60,71	13·25
Burma	1916-17	33,54	13·56	41,78	16·90	11,05	4·47	19,16	7·75
	1917-18	37,78	15·25	41,87	16·90	10,23	4·13	20,33	8·21
	1918-19	40,00	13·63	57,61	19·62	12,57	4·28	22,81	7·77
	1919-20	49,04	14·89	66,95	20·31	15,13	4·60	26,82	8·15
	1920-21	48,35	14·80	83,66	25·60	27,37	8·37	31,45	9·62
Dibru-Sadiya	1916-17	2,35	15·59	2,75	18·14	1,56	10·29	1,35	8·91
	1917-18	2,83	18·41	2,92	19·01	1,64	10·66	1,33	8·66
	1918-19	2,57	17·54	2,69	18·36	1,64	11·19	1,35	9·22
	1919-20	2,71	17·23	3,11	19·77	1,92	12·21	1,66	10·55
	1920-21	3,40	20·10	3,54	20·92	2,32	13·71	1,84	10·89
Eastern Bengal (including 2′ 6″ lines worked).	1916-17	20,49	12·98	24,57	15·57	7,65	4·85	20,39	12·92
	1917-18	20,56	13·64	20,37	13·51	7,56	5·02	19,10	12·66
	1918-19	24,88	15·14	26,30	16·00	8,91	5·42	20,13	12·26
	1919-20	25,61	13·64	29,50	15·70	11,52	6·13	23,97	12·77
	1920-21	34,89	17·41	40,34	20·12	14,01	6·99	26,76	13·34
Gondal	1916-17	2,12	13·37	2,92	18·38	77	4·82	1,29	8·12
	1917-18	1,90	10·55	3,56	19·79	75	4·19	1,38	7·66
	1918-19	2,68	10·90	5,10	21·14	89	3·71	1,76	7·30
	1919-20	1,83	7·56	4,73	19·48	88	3·64	1,88	7·76
	1920-21	5,22	21·59	5,70	23·56	1,16	4·80	2,11	8·71
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1916-17	5,44	13·10	5,73	13·80	1,60	3·85	4,01	9·66
	1917-18	7,59	16·89	6,35	14·14	1,48	3·29	4,43	9·87
	1918-19	5,97	10·40	8,43	14·66	3,17	5·52	5,04	8·79
	1919-20	7,66	10·69	10,46	14·61	2,76	3·86	6,10	8·51
	1920-21	8,78	11·60	10,39	13·74	3,70	4·89	7·18	9·48

* Includes the Dhrangadra railway up to the 30th September 1919.

† Includes the Dhrangadra railway from the 1st October 1919.

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									3′ 3¾″ Gauge—*contd.*
1,21	6·84	13	0·73	49	2·77	7,66	43·28	1916-17	Bengal Dooars.
1,24	7·28	15	0·87	38	2·24	7,33	42·91	1917-18	
1,36	7·43	14	0·80	45	2·41	7,95	43·45	1918-19	
1,44	7·95	17	0·95	53	2·93	9,10	50·28	1919-20	
1,68	10·90	16	1·04	50	3·24	9,37	60·98	1920-21	
1,18	6·72	...	...	51	2·89	8,71	49·53	1916-17	Bhavnagar State.
1,24	6·45	...	...	73	3·79	8,04	42·00	1917-18	
1,42	5·18	...	...	1,42	5·16	11,09	40·32	1918-19	
1,72	6·61	...	...	91	3·50	11,77	45·23	1919-20	
1,85	7·73	...	...	75	3·14	12,79	53·47	1920-21	
14,34	3·97	...	...	6,46	1·79	1,59,88	44·28	1916-17	Bombay, Baroda and Central India.
14,62	3·95	...	...	8,50	2·30	1,67,66	45·32	1917-18	
16,43	3·60	...	...	10,69	2·35	2,06,89	45·40	1918-19	
19,39	4·29	...	...	19,16	4·23	2,63,03	58·15	1919-20	
24,36	5·31	...	...	*25,29	5·52	*3,11,98	68·07	1920-21	
14,47	5·85	1,95	0·79	6,73	2·72	1,28,68	52·04	1916-17	Burma.
14,85	6·00	1,70	0·68	6,50	2·62	1,33,26	53·79	1917-18	
15,71	5·35	1,92	0·65	8,26	2·82	1,58,88	54·12	1918-19	
17,11	5·20	2,16	0·66	8,92	2·71	1,86,13	56·52	1919-20	
20,15	6·17	2,40	0·74	9,84	3·01	2,23,22	68·31	1920-21	
1,17	7·72	...	...	4	0·26	9,22	60·82	1916-17	Dibru-Sadiya.
1,21	7·89	...	...	10	0·35	10,03	64·98	1917-18	
1,24	8·46	...	...	6	0·41	9,55	65·18	1918-19	
1,41	8·96	...	...	5	0·31	10,86	69·03	1919-20	
1,69	9·95	...	...	25	1·50	13,04	77·07	1920-21	
7,57	4·79	3,35	2·12	3,17	2·01	87,19	55·24	1916-17	Eastern Bengal (including 2′ 6″ gauge lines worked).
7,58	5·03	3,92	2·60	2,95	1·96	82,04	54·42	1917-18	
7,91	4·82	4,09	2·48	3,43	2·09	95,65	58·21	1918-19	
8,39	4·47	4,94	2·63	3,93	2·08	1,07,86	57·42	1919-20	
10,38	5·18	5,04	2·51	5,43	2·71	1,36,85	68·26	1920-21	
90	5·64	...	...	60	3·79	8,60	54·12	1916-17	Gondal.
94	5·25	...	...	84	4·65	9,37	52·09	1917-18	
1,10	4·54	...	...	1,25	5·20	12,73	52·79	1918-19	
1,10	4·52	...	...	1,23	5·09	11,65	48·05	1919-20	
1,24	5·13	...	...	1,08	4·44	16,51	68·23	1920-21	
3,88	9·24	...	...	1,63	3·93	22,29	53·64	1916-17	Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.
4,21	9·38	...	...	4,51	10·07	28,57	63·64	1917-18	
4,53	7·87	...	...	2,67	4·65	29,81	51·89	1918-19	
4,97	6·94	...	...	5,94	8·30	37,89	52·91	1919-20	
6,27	8·28	...	...	—4,13	—5·45	32,19	42·54	1920-21	

* Includes the hire of rolling-stock paid by the Dhrangadra Railway.

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
3′ 3½″ GAUGE—*contd.*									
Jamnagar	1916-17	71	20·66	62	17·89	6	1·84	24	7·10
	1917-18	64	17·00	68	18·09	8	2·11	25	6·68
	1918-19	56	11·31	73	14·69	22	4·54	30	6·13
	1919-20	43	8·46	88	17·12	29	5·64	33	6·34
	1920-21	43	9·40	95	20·74	22	4·81	34	7·56
Jodhpur-Bikaner	1916-17	9,11	11·20	14,86	18·27	2,82	3·47	5,67	6·97
	1917-18	6,91	7·14	15,59	16·11	3,05	3·15	5,86	6·06
	1918-19	9,84	9·08	19,42	17·94	3,85	3·55	7,81	7·22
	1919-20	11,39	11·29	18,76	18·59	5,41	5·35	8,25	8·17
	1920-21	12,50	12·07	22,73	21·96	6,46	6·24	11,22	10·84
Junagad State	1916-17	87	11·57	1,26	16·78	26	3·55	65	8·75
	1917-18	3,53	43·35	1,30	15·99	24	2·96	63	7·72
	1918-19	65	6·48	1,66	16·58	33	3·35	87	8·72
	1919-20	1,06	10·04	1,76	16·67	38	3·64	96	9·10
	1920-21	1,37	12·15	2,13	18·94	36	3·22	1,09	9·67
Madras and Southern Mahratta* ...	1916-17	25,52	11·53	48,89	22·10	8,60	3·89	16,25	7·34
	1917-18	18,15	7·73	51,45	21·90	10,24	4·40	16,84	7·17
	1918-19	19,78	7·84	54,68	21·66	12,07	4·78	18,11	7·18
	1919-20	23,30	8·83	55,53	21·04	12,53	4·75	19,19	7·27
	1920-21	37,51	13·96	76,74	28·56	13,62	6·93	24,25	9·02
Morvi (including 2′ 6″ gauge section) ...	1916-17	31	3·64	1,00	11·52	18	2·08	43	4·93
	1917-18	30	3·02	1,03	10·57	20	2·08	48	4·93
	1918-19	35	2·40	1,73	11·96	25	1·73	70	4·90
	1919-20	37	2·85	2,07	16·05	35	2·70	65	5·06
	1920-21	56	4·31	2,25	17·25	50	3·82	77	5·88
Mysore†	1917-18	1	1·16	12	17·91	3	4·50	16	24·90
	1918-19	66	17·32	1,03	27·03	36	9·45	53	13·91
	1919-20	1,80	13·42	3,37	25·13	61	4·55	1,16	8·65
	1920-21	2,71	11·65	5,94	25·55	1,25	5·38	2,09	8·99
Rohilkund and Kumaon	1916-17	4,61	10·75	5,33	12·43	1,62	3·78	3,18	7·41
	1917-18	6,16	12·64	6,34	23·01	2,32	4·75	3,24	6·65
	1918-19	8,34	14·89	8,64	15·42	3,21	5·73	3,64	6·49
	1919-20	7,45	14·16	9,16	17·41	2,89	5·49	4,68	8·89
	1920-21	7,51	13·85	8,30	15·32	3,18	5·86	5,39	9·95

* Includes the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways up to the 30th September 1919.

† Includes the railways named in the asterisk note above from the 1st October 1919.

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ Gauge—*contd.*
23	6·58	...	...	11	3·32	1,97	57·39	1916-17	Jamnagar.
24	6·57	...	...	9	2·36	1,98	52·81	1917-18	
27	5·43	...	...	13	2·65	2,21	44·75	1918-19	
30	5·75	...	...	14	2·79	2,37	46·10	1919-20	
31	6·74	...	...	23	5·10	2,48	54·35	1920-21	
3,58	4·40	...	...	4,13	5·08	40,17	49·39	1916-17	Jodhpur-Bikaner.
3,65	3·77	...	...	5,85	6·05	40,91	42·28	1917-18	
4,62	4·27	...	...	4,72	4·36	50,26	46·42	1918-19	
5,57	5·51	...	...	4,41	4·37	53,79	53·28	1919-20	
7,11	6·87	...	...	3,56	3·72	63,88	61·70	1920-21	
58	7·74	...	...	18	2·38	3,80	50·77	1916-17	Junagad State.
53	6·55	...	...	17	2·03	6,40	78·60	1917-18	
63	6·36	...	...	23	2·25	4,37	43·74	1918-19	
84	7·93	...	...	19	1·83	5,19	49·21	1919-20	
79	7·00	...	...	25	2·23	5,99	53·21	1920-21	
11,46	5·18	2,24	1·01	5,71	2·58	1,18,67	53·64	1916-17	Madras and Southern Mahratta.
11,59	4·93	2,02	0·86	7,27	3·09	1,17,66	50·08	1917-18	
12,15	4·82	2,38	0·10	11,19	4·43	1,30,36	50·81	1918-19	
12,02	4·55	2,24	0·85	17,13	6·49	1,41,94	53·78	1919-20	
14,15	5·26	3,36	1·25	9,02	3·36	1,83,65	68·34	1920-21	
37	4·23	...	...	16	1·92	2,45	28·26	1916-17	Morvi (including 2′ 6″ gauge Section).
41	4·20	...	...	20	2·06	2,62	26·86	1917-18	
40	2·79	...	...	75	5·14	4,18	28·92	1918-19	
44	3·43	...	...	97	7·50	4,85	37·59	1919-20	
54	4·17	...	...	58	4·45	5,20	39·88	1920-21	
20	30·09	...	...	8	1·4 3	60	‡90·00	1917-18	Mysore, Birur Shimoga and Chickjajur; Chitaldrug.
77	2·21	...	...	27	7·09	3,62	95·12	1918-19	
1,36	10·14	...	...	36	2·69	8,66	64·58	1919-20	
2,23	9·59	...	...	2,76	11·87	16·98	73·03	1920-21	
2,59	6·04	...	...	55	1·28	17,88	41·69	1916-17	Rohilkund and Kumaon.
2,55	5·24	...	...	90	1·85	21,51	44·14	1917-18	
2,66	4·75	...	...	1,74	3·10	28,23	50·38	1918-19	
3,13	5·94	...	...	1,60	3·04	28,91	54·93	1919-20	
3,48	6·42	...	...	1,07	1·99	28,93	53·39	1920-21	

‡Revised figures

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.
1	2	3	4	5	6	7	8	9	10
3′ 3⅜″ Gauge—*concld.*									
South Indian	1916-17	*25,24	*7·10	*79,16	*22·27	*20,55	*5·78	*28,76	*6·69
	1917-18	*21,60	*5·58	*78,85	*19·08	*15,68	*4·05	*24,68	*6·38
	1918-19	*24,12	*6·13	*78,34	*19·92	*18,16	*4·62	*27,01	*6·87
	1919-20	*44,05	*9·87	*1,00,26	*22·47	*31,36	*7·03	*35,06	*7·86
	1920-21	*46,79	*10·26	*1,15,71	*25·39	*33,70	*7·39	*41,98	*9·21
Udaipur-Chitorgarh	1916-17	50	13·26	60	16·09	17	4·49	29	7·86
	1917-18	38	13·67	50	17·93	9	3·36	27	9·87
	1918-19	59	17·38	59	17·67	11	3·27	26	7·61
	1919-20	67	15·14	65	14·91	15	3·39	26	5·97
	1920-21	61	16·68	62	17·14	17	4·80	33	9·11
2′ 6″ Gauge.									
Ahmadpur-Katwa	1917-18	13	24·42	12	22·13	1	1·77	17	30·25
	1918-19	23	24·45	24	26·01	3	3·42	24	25·17
	1919-20	18	14·34	21	17·30	5	4·22	28	22·95
	1920-21	22	16·14	21	15·19	6	4·65	28	20·49
Arakan Light	1918-19	2	29·72	4	46·71	...	1·46	3	30·76
	1919-20	33	71·34	32	67·57	3	6·63	11	23·21
	1920-21	27	58·99	37	80·33	3	6·76	13	29·08
Arrah-Sasaram Light	1916-17	24	10·47	40	17·50	5	2·39	32	14·11
	1917-18	25	10·02	29	11·33	5	2·17	32	12·47
	1918-19	29	11·71	39	15·85	2	0·88	33	13·42
	1919-20	42	15·02	47	16·81	8	3·03	35	12·68
	1920-21	50	17·30	42	14·70	5	1·60	48	16·67
Bankura-Damoodar River	1916-17	5	22·56	4	15·56	1	2·22	7	33·40
	1917-18	22	17·18	33	25·80	2	1·80	33	26·00
	1918-19	32	17·57	42	22·99	7	3·95	36	19·53
	1919-20	28	12·49	49	21·82	8	3·64	34	14·86
	1920-21	43	24·39	48	27·43	11	6·40	32	16·28
Baraset-Basirhat Light	1916-17	70	19·62	54	15·00	8	2·18	66	18·37
	1917-18	63	20·34	50	16·16	8	2·63	62	20·27
	1918-19	42	12·32	62	18·02	9	2·54	53	15·45
	1919-20	53	13·14	64	15·70	11	2·70	70	17·20
	1920-21	51	11·48	59	13·25	10	2·31	73	16·57
Barsi Light	1916-17	70	6·25	1,37	12·17	33	2·95	85	7·59
	1917-18	73	8·42	1,25	14·54	23	3·66	74	8·62
	1918-19	69	6·86	1,44	14·31	29	2·76	80	7·95
	1919-20	79	4·98	1,98	12·39	35	2·18	1,07	6·69
	1920-21	85	5·97	2,18	15·19	46	3·16	1,25	8·75
Bengal Provincial	1916-17	17	13·48	26	20·59	7	4·97	25	19·42
	1917-18	19	17·26	32	27·46	4	3·32	26	22·73
	1918-19	†	†	†	†	†	†	†	†
	1919-20	21	14·00	35	22·70	5	3·50	32	20·80
	1920-21	31	20·31	37	24·43	5	3·18	27	18·32
Bukhtiarpur-Bihar Light	1916-17	27	16·99	21	13·06	4	2·29	32	20·44
	1917-18	26	13·47	27	13·54	6	3·14	35	17·59
	1918-19	18	11·33	19	12·22	3	1·57	32	20·03
	1919-20	24	13·43	36	20·23	9	5·09	36	20·30
	1920-21	32	9·09	45	12·60	5	1·48	43	12·16

* Includes the South Indian railway (5′ 6″ gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2′ 6″ gauge).
† Information not available.

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									3′ 3¼″ Gauge—*concld.*
*14,99	* 4·22	*4,05	*1·14	*11,19	*3·15	1,28,12	50·31	1916-17	South Indian.
*15,09	* 3·90	*5,26	*1·36	*12,61	* 3·26	1,21,04	44·17	1917-18	
*16,18	*4·12	*4,45	*1·13	*10,51	*2·67	1,28,08	46·60	1918-19	
18,67	*4·18	*3,85	*0·86	*12,35	*2·77	1,73,86	54·94	1919-20	
* 22,72	* 4·98	*3,94	*0 87	*13,99	*3·07	1,95,09	59·66	1920-21	
18	4·76	...	...	9	2·34	1,83	48·80	1916-17	Udaipur-Chitorgarh.
16	5·68	...	...	5	1·97	1,45	52·48	1917 18	
15	4·43	...	...	7	2·31	1,77	52·37	1918-19	
18	4·17	...	...	7	1·61	1,98	45·19	1919-20	
16	4·36	...	...	7	1·95	1,96	54·04	1920-21	
									2′ 6″ Gauge.
12	22·80	...	...	...	0·08	55	101·45	1917-18	Ahmadpur-Katwa.
22	23·09	...	...	22	22·92	1,18	125·06	1918-19	
19	15·89	...	...	—15	...	76	61·91	1919-20	
21	15·53	...	...	23	17 43	1,21	89·43	1920-21	
2	20·82	...	...	...	...	11	129·47	1918-19	Arakan Light.
16	34·79	...	...	2	3·51	97	207·05	1919-20	
16	35·47	...	...	2	3·70	98	214·33	1920-21	
22	9·98	...	...	3	1·25	1,26	55·70	1916-17	Arrah-Sasaram Light.
23	9·07	...	...	3	1·16	1,17	46·22	1917-18	
24	9·43	...	...	4	1·73	1,31	53·02	1918-19	
26	9·20	...	...	7	2·39	1,65	59·18	1919-20	
29	10·09	...	...	5	1·73	1,79	62·09	1920-21	
3	14·70	...	...	...	0·48	20	88·92	1916-17	Bankura-Damoodar River.
30	23·48	...	...	1	0·32	1,21	94·58	1917-18	
35	19·24	...	...	16	8·75	1,68	92 08	1918-19	
34	14·98	...	...	—9	...	1,44	63·58	1919-20	
36	20·80	...	...	1	0·85	1,71	97·65	1920-21	
18	5·18	...	...	6	1·72	2,22	62·07	1916-17	Baraset-Basirhat Light.
25	8·02	...	...	7	2·48	2,15	69·90	1917-18	
31	8·96	...	...	9	2·66	2,06	59·95	1918-19	
32	7·98	...	...	10	2·39	2,40	59·11	1919-20	
32	7·31	...	...	6	1·36	2,31	52·28	1920-21	
1,27	11·30	...	...	28	2·47	4,80	42·73	1916-17	Barsi Light.
1,29	15·01	...	...	22	2·50	4,46	51·75	1917-18	
1,30	12·93	...	...	35	3·43	4,87	48·24	1918-19	
1,40	8·82	...	...	48	3·03	6,07	38·09	1919-20	
1,50	10·46	...	...	38	2·69	6,62	46·22	1920-21	
19	14·82	...	...	1	0·76	95	74·04	1916-17	Bengal Provincial.
19	16·60	...	...	...	0·85	1,00	87·72	1917-18	
†	†	†	†	†	†	†	†	1918-19	
20	12·00	...	...	1	1·00	1,14	74·00	1919-20	
23	15·59	...	...	2	1·26	1 25	83·09	1920-21	
9	6·04	...	...	2	1·56	95	60·38	1916-17	Bukhtiarpur-Bihar Light.
15	7·62	...	...	3	1·76	1,12	57·12	1917-18	
21	12·85	...	...	5	3·09	98	61·09	1918-19	
22	11·92	...	...	4	2·30	1 31	73·27	1919-20	
21	5·99	...	...	3	0·96	1,49	42·28	1920-21	

* Includes the South Indian railway (5′ 6″ gauge) and the Morappur-Hosur and Tirupattur-Krishnagiri railways (2′ 6″ gauge).
† Information not available.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—*contd.*									
Burdwan-Katwa	1916-17	39	29·36	25	19·02	4	2·95	35	25·95
	1917-18	27	20·20	25	18·86	2	1·75	24	17·90
	1918-19	25	17·60	31	21·98	5	3·44	22	15·55
	1919-20	23	13·38	27	15·82	5	2·98	20	11·81
	1920-21	23	14·03	28	16·59	10	6·00	26	15·51
Champaner-Shivrajpur-Pani Light	1916-17	14	15·07	20	20·54	3	3·25	16	16·59
	1917-18	16	13·19	27	21·36	4	2·89	21	16·58
	1918-19	26	20·20	30	23·41	5	3·50	20	15·54
	1919-20	27	16·35	42	25·68	8	5·12	28	17·34
	1920-21	30	14·68	54	26·24	7	3·23	37	17·62
Cutch State	1916-17	17	18 01	16	16·99	4	4·66	6	6·72
	1917-18	18	36·33	9	15·85	3	5·84	6	10·11
	1918-19	15	13·02	25	20·61	4	3·74	8	6·41
	1919-20	9	9·02	4	3·46	3	2·68	5	5·25
	1920-21	19	19·96	11	12·28	4	4·76	10	10·38
Dehri-Rohtas Light	1916-17	17	7·28	14	6·05	8	3·57	21	9·13
	1917-18	22	9·98	17	7·91	4	1·96	22	10·05
	1918-19	42	18·71	34	14·68	17	7·79	28	12·41
	1919-20	25	9·40	46	17·27	32	12·03	31	11·54
	1920-21	30	10·60	51	18·48	23	8·45	30	10·63
Dholpur-Bari	1916-17	11	10·43	15	13·93	4	3·67	9	8·84
	1917-18	12	10·80	25	22·09	5	4·69	12	10·83
	1918-19	14	12·14	28	23·36	5	4·07	13	10·92
	1919-20	19	11·78	36	22·71	7	4 27	13	8·11
	1920-21	19	10·35	35	18·80	10	5·27	13	7·22
Godhra-Lunavada	1916-17	16	24·32	11	17·72	2	3·57	10	16·31
	1917-18	16	28·92	13	23·06	3	6·00	12	22·53
	1918-19	18	22·80	16	19·71	2	3·02	12	15·06
	1919-20	21	23·54	18	20·90	3	3·94	16	17·64
	1920-21	19	17·07	25	21·67	5	4·73	19	17·35
Jessore-Jhenidah	1916-17	33	30·24	26	23·37	3	2·45	30	26·81
	1917-18	24	27·19	37	41·61	3	3·15	23	25·98
	1918-19	21	20·42	42	40·65	6	6·13	23	22·15
	1919-20	22	15·28	32	22·45	7	4·97	24	16·81
	1920-21	32	20·06	48	30·62	8	5·07	29	18·56
Kalighat-Falta	1917-18	6	7·04	22	24·97	2	2·11	22	24·20
	1918-19	22	11·51	37	19·54	5	2·44	26	14·06
	1919-20	22	9·93	45	20·56	7	3·04	30	13·70
	1920-21	30	11·99	48	19·06	8	3·16	36	14·55
Kolar District and Bangalore Chik Ballapur Light.	1916-17‡	20	11·26	49	27·58	7	4·04	33	18·34
	1917-18	46	17·50	44	16·96	11	3·90	35	13·39
	1918-19‡	61	20·20	85	28·15	25	8·28	43	7·62
	1919-20‡	67	19·31	80	23·05	21	6·06	36	10·37
	1920-21‡	42	11·77	92	25·77	19	5·32	32	8·96
Madaya Light	1916-17 to 1919-20	*	*	*	*	*	*	*	*
	1920-21	12	13·79	23	26·44	...	...	50	57·47
Mosappur-Hosur and Tirupattur-Krishnagiri.	1916-17	†	†	†	†	†	†	†	†
	1917-18	†	†	†	†	†	†	†	†
	1918-19	†	†	†	†	†	†	†	†
	1919-20	†	†	†	†	†	†	†	†
	1920-21	†	†	†	†	†	†	†	†

* Information not available.
† Included with the South Indian railway (3' 3½" gauge).

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									2' 6" GAUGE—*contd.*
22	16·13	...	...	...	0·16	1,25	93·57	1916-17	Burdwan-Katwa.
21	16·35	...	...	1	0·64	1,00	75·70	1917-18	
20	14·55	...	...	4	2·98	1,07	76·10	1918-19	
22	13·18	...	...	6	3·27	1,03	60·44	1919-20	
24	14·45	...	...	18	10·65	1,29	77·23	1920-21	
18	13·68	...	...	1	1·58	67	70·71	1916-17	Champaner-Shivrajpur Pani Light.
16	13·28	...	...	2	1·40	86	68·70	1917-18	
18	14·17	...	...	3	2·12	1,02	78·94	1918-19	
20	12·21	...	...	3	1·56	1,28	78·26	1919-20	
21	10·09	...	...	3	1·40	1,52	73·26	1920-21	
14	15·17	...	...	...	0·24	57	61·79	1916-17	Cutch State.
18	21·69	...	...	...	0·07	49	83·89	1917-18	
12	10·03	...	...	...	...	64	53·83	1918-19	
12	11·74	...	...	...	...	33	32·15	1919-20	
7	7·86	...	...	...	...	51	55·24	1920-21	
12	5·37	...	...	1	0·30	73	31·70	1916-17	Dehri-Rohtas Light.
14	6·21	...	...	...	0·15	79	36·26	1917-18	
15	6·80	...	...	1	0·46	1,37	61·17	1918-19	
15	5·75	...	...	...	0·15	1,49	56·14	1919-20	
16	5·76	...	...	6	2·24	1,56	56·16	1920-21	
13	11·99	...	...	...	0·42	52	49·28	1916-17	Dholpur-Bari.
13	11·93	...	...	...	0·22	67	60·56	1917-18	
14	12·07	...	...	...	0·15	74	62·71	1918-19	
14	9·04	...	...	...	0·25	89	56·16	1919-20	
16	8·95	...	...	...	0·13	93	50·72	1920-21	
13	19·77	...	...	2	2·38	54	84·02	1916-17	Godhra-Lunavada.
13	23·25	...	...	1	2·73	58	106·49	1917-18	
14	18·29	...	...	2	2·32	64	81·20	1918-19	
16	17·74	...	...	2	2·03	76	85·79	1919-20	
16	14·43	...	...	2	2·20	86	77·45	1920-21	
47	42·59	...	...	4	3·88	1,43	129·34	1916-17	Jessore-Jhenidah.
18	20·26	...	...	40	44·62	1,45	162·81	1917-18	
32	31·25	...	...	5	5·30	1,29	‡125·86	1918-19	
34	23·77	...	...	3	2·04	1,22	85·32	1919-20	
36	23·06	...	...	1	0·72	1,54	98·09	1920-21	
17	18·61	...	...	...	0·35	69	77·28	1917-18	Kalighat-Falta.
20	10·86	...	...	9	4·64	1,19	63·05	1918-19	
28	12·69	...	...	—3	...	1,29	58·49	1919-20	
29	11·56	...	...	2	0·74	1,53	61·06	1920-21	
30	17·06	...	...	7	4·03	1,46	82·31	1916-17	Kolar District and Bangalore-Chick Ballapur Light.
53	26·26	...	...	8	3·18	1,97	75·19	1917-18	
61	20·20	...	...	23	7·28	2,97	98·34	1918-19	
48	13·83	...	...	11	3·17	2,63	75·79	1919-20	
33	9·24	...	...	41	11·49	2,59	72·55	1920-21	
*	*	...	...	*	*	*	*	1916-17 to 1919-20	Madaya Light.
...	...	...	...	...	...	85	97·70	1920-21	
†	†	...	...	†	†	2,09	83·94	1916-17	Morappur-Hosur and Tirupattur-Krishnagiri.
†	†	...	...	†	†	2,46	89·92	1917-18	
†	†	...	...	†	†	2,71	110·97	1918-19	
†	†	...	...	†	†	3,36	106·14	1919-20	
†	†	...	...	†	†	4,45	145·71	1920-21	

* Information not available.
† Included with the South Indian railway (3' 3½" gauge).
‡ Revised figures.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—*concld.*									
Mourbhanj State	1916-17	16	30·56	11	21·70	4	7·45	8	15·19
	1917-18	16	30·09	8	14·99	3	6·13	10	19·28
	1918-19	12	26·73	8	17·35	4	7·56	10	20·49
	1919-20	12	17·97	12	18·31	8	11·69	15	23·66
	1920-21*	3	14·29	3	14·29	1	4·76	2	9·52
Nadiad-Kapadvanj	1916-17	18	12·27	20	13·96	2	1·50	18	12·27
	1917-18	18	11·34	26	16·81	4	2·40	19	11·77
	1918-19	19	9·04	30	14·84	3	1·31	23	11·22
	1919-20	22	9·63	32	14·43	7	2·89	26	11·66
	1920-21	23	8·80	40	15·58	4	1·65	30	11·71
Parlakimedi Light	1916-17	18	36·47	15	31·42	5	9·87	4	9·74
	1917-18	11	21·22	9	16·75	5	10·07	5	8·76
	1918-19	8	14·40	13	24·39	3	4·92	5	10·09
	1919-20	13	18·19	14	20·24	7	10·77	6	9·17
	1920-21	13	17·60	13	17·30	6	8·00	6	8·05
Powayan Light	1916-17	15	15·16	24	23·78	5	4·90	9	9·00
	1917-18	13	12·75	25	24·51	7	6·86	9	8·82
	1918-19	8	11·54	5	19·23	2	7·69	2	7·69
	1919-20	†	†	†	†	†	†	†	†
	1920-21	†	†	†	†	†	†	†	†
Shahdara (Delhi)-Saharanpur Light— ...	1916-17	64	9·52	68	10·22	15	2·22	78	11·62
	1917-18	1,08	15·02	78	10·91	16	2·18	89	12·44
	1918-19	1,70	21·45	84	10·51	21	2·66	85	10·63
	1919-20	1,71	22·55	91	12·05	23	2·96	95	12·54
	1920-21	1,85	22·03	1,13	13·51	28	3·31	99	11·85
Tenpore-Balipara Light...	1916-17	19	12·75	21	14·43	19	12·71	23	15·73
	1917-18	20	14·74	22	16·92	21	15·69	22	16·52
	1918-19	16	10·42	26	16·86	17	10·63	24	15·63
	1919-20	16	9·70	32	19·54	18	10·62	25	14·74
	1920-21	23	15·91	30	21·21	20	13·77	25	17·26
2' 0" GAUGE.									
Darjeeling-Himalayan	1916-17	1,19	7·29	2,93	17·94	1,06	6·49	1,41	8·63
	1917-18	1,03	8·03	2,52	19·62	1,10	8·57	1,54	11·92
	1918-19	1,29	9·46	2,51	18·32	1,10	8·04	1,63	11·88
	1919-20	1,37	9·68	2,69	19·02	1,16	8·25	1,76	12·49
	1920-21	1,32	8·97	2,81	19·17	1,30	8·87	1,81	12·32
Gwalior Light	1916-17	40	7·12	1,12	19·85	20	3·54	32	5·66
	1917-18	46	6·98	1,36	20·66	20	3·04	36	5·39
	1918-19	57	7·34	1,75	22·63	22	2·80	36	4·71
	1919-20	54	7·33	1,78	24·15	32	4·34	37	5·02
	1920-21	67	9·50	2,17	30·73	37	5·27	41	5·80

*Up to 14th July 1920.
*†Temporarily dismantled.

DIX 6—*contd.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									2′ 6″ GAUGE—*concld.*
2	4·12	...	...	1	1·20	42	80·22	1916-17	Mourbhanj State.
2	4·18	...	...	1	1·31	40	75·98	1917-18	
2	5·01	...	...	3	7·31	39	84·45	1918-19	
2	3·48	...	...	7	10·64	56	85·75	1919-20	
1	4·76	...	...	1	4·76	11	52·38	1920-21	
15	10·55	...	...	2	1·14	75	51·69	1916-17	Nadiad-Kapadvanj.
15	9·69	...	...	2	1·11	84	53·12	1917-18	
17	8·07	...	...	2	1·18	94	45·66	1918-19	
17	7·77	...	...	2	1·02	1,06	47·40	1919-20	
20	7·89	...	...	4	1·42	1,21	47·05	1920-21	
2	4·13	...	...	1	0·88	45	92·51	1916-17	Parlakimedi Light.
2	3·55	...	...	1	0·77	33	61·12	1917-18	
2	4·09	...	...	...	0·61	31	58·50	1918-19	
1	2·39	...	...	1	0·62	42	61·38	1919-20	
2	2·96	...	...	2	1·98	42	55·89	1920-21	
7	6·38	...	...	1	1·08	61	60·30	1916-17	Powayan Light.
6	5·88	...	...	1	0·98	61	*60·28	1917-18	
2	7·69	...	...	1	3·85	15	*60·24	1918-19	
†	†	†	†	†	†	†	†	1919-20	
†	†	†	†	†	†	†	†	1920-21	
43	6·46	...	...	8	1·19	2,76	41·23	1916-17	Shahdara (Delhi)-Saharanpur Light.
44	6·22	...	...	10	1·40	3,46	48·17	1917-18	
45	5·72	...	...	9	1·18	4,14	52·15	1918-19	
46	6·12	...	...	10	1·37	4,36	57·59	1919-20	
52	6·15	...	...	26	3·07	5,03	59·92	1920-21	
17	11·78	...	...	2	0·97	1,01	68·37	1916-17	Tezpore-Balipara Light.
17	12·76	...	...	1	0·79	1,03	77·42	1917-18	
19	12·53	...	...	5	2·95	1,07	69·02	1918-19	
18	11·03	...	...	7	4·10	1,16	69·78	1919-20	
21	14·55	...	...	7	4·71	1,26	87·41	1920-21	
									2′ 0″ GAUGE.
1,25	7·66	...	...	73	4·47	‡10,23	62·65	1916-17	Darjeeling-Himalayan.
1,21	9·42	...	...	91	7·09	‡10,17	61·30	1917-18	
1,20	8·77	...	...	1,15	8·41	‡11,05	61·25	1918-19	
1,27	8·98	...	...	81	5·73	‡11,38	60·66	1919-20	
1,25	8·51	...	...	1,04	7·07	‡11,99	61·14	1920-21	
36	6·45	...	...	42	7·44	2,82	50·06	1916-17	Gwalior Light.
36	5·50	...	...	26	3·99	3,00	45·56	1917-18	
43	5·63	...	...	45	5·85	3,78	48·96	1918-19	
42	5·70	...	...	45	6·11	3,88	52·65	1919-20	
42	5·88	...	...	41	5·75	4,45	62·93	1920-21	

* Revised figures.
†Temporarily dismantled.
‡ Includes the Darjeeling-Himalayan railway extensions not included in the details.

APPEN

Details of working expenses of each railway

Railway system.	Year.	Maintenance of way, works and stations.		Locomotive expenses.		Carriage and wagon expenses.		Traffic expenses.	
		Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.	Rs.	Proportion per cent to gross earnings.
1	2	3	4	5	6	7	8	9	10
2' 0" GAUGE—*concld.*									
Howrah-Amta Light	1916-17	72	11·94	95	15·62	20	3·33	,06	17·48
	1917-18	65	10·75	85	14·03	24	4·05	1,01	16·80
	1918-19	68	9·60	1,00	15·27	38	5·80	1,00	15·21
	1919-20	103	14·38	1,08	15·08	52	7·19	1,20	16·76
	1920-21	84	9·89	1,28	14·94	50	5·82	1,28	14·95
Howrah-Sheakhala Light	1916-17	25	15·75	28	17·35	3	2·07	27	16·46
	1917-18	26	16·02	27	16·40	4	2·22	23	14·23
	1918-19	20	11·66	26	14·58	4	2·08	22	12·65
	1919-20	25	13·74	30	17·52	3	1·80	24	14·06
	1920-21	23	13·07	32	18·08	3	1·61	25	14·45
Jagadhri Light	1916-17	3	17·91	6	34·43	1	3·72	5	27·46
	1917-18	2	9·43	6	32·90	1	4·10	5	26·24
	1918-19	2	11·27	7	37·14	1	7·17	5	26·17
	1919-20	2	6·38	7	27·10	...	0·38	5	19·85
	1920-21	1	3·81	5	18·17	1	1·19	6	19·49
Jorhat (Provincial)	1916-17	11	6·67	35	21·21	8	4·85	23	13·94
	1917-18	27	18·59	37	26·23	11	7·36	22	15·74
	1918-19	25	21·93	40	35·17	11	10·28	21	18·28
	1919-20	24	18·97	38	30·25	8	6·72	22	17·16
	1920-21	32	23·93	45	34·33	12	9·35	24	18·36
Kulasekarapatnam Light	1916-17	7	8·33	17	21·71	5	5·60	4	4·39
	1917-18	9	27·13	21	65·18	3	11·15	4	11·47
	1918-19	17	40·22	36	85·84	3	6·78	5	13·34
	1919-20	19	37·44	55	108·23	7	14·96	10	19·84
	1920-21	33	46·12	70	94·36	12	16·09	14	19·86
Pipar-Bilara Light	1916-17	5	17·91	10	40·39	2	8·20	3	12·68
	1917-18	7	35·00	5	25·00	1	5·00	3	15·00
	1918-19	5	16·28	8	25·04	1	4·46	4	11·51
	1919-20	7	18·19	13	33·67	3	7·42	4	10·22
	1920-21	7	18·34	8	20·66	4	9·48	5	14·75
Mysore Light	1916-17	1	105·62	2	208·44	...	11·78	1	90·81
	1917-18	12	67·58	6	31·39	1	7·69	5	25·80
	1918-19	8	28·57	17	60·71	3	10·71	4	14·28
	1919-20	6	21·42	7	25·00	2	7·14	3	10·71
	1920-21	5	14·29	9	25·71	2	5·71	3	8·57
Total of all railways ...	1916-17	6,74,26	9·54	12,27,52	17·37	3,03,43	4·29	5,84,30	8·27
	1917-18	6,63,57	8·58	13,16,70	17·02	3,28,92	4·25	6,12,14	7·91
	1918-19	7,64,85	8·66	15,59,12	18·07	4,41,73	5·12	7,14,13	8·28
	1919-20	9,38,55	10·53	17,72,68	19·88	6,50,16	7·29	8,50,71	9·54
	1920-21	11,94,68	12·99	20,87,68	22·70	7,30,55	7·94	10,61,05	11·53

DIX 6—*concld.*

system. [*In thousands of rupees.*]

General charges.		Steam-boat expenses.		Special and miscellaneous expenses, including contribution to Provident Fund.		Total working expenses.		Year.	Railway system.
Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.	Rs.	Proportion per cent. to gross earnings.		
11	12	13	14	15	16	17	18	19	20
									2' 0" GAUGE—*concld.*
32	5·21	...	...	13	2·16	3,38	55·74	1916-17	Howrah-Amta Light.
37	6·22	...	...	14	2·32	3,26	54·17	1917-18	
47	7·21	...	...	19	2·94	3,67	56·03	1918-19	
48	6·63	...	...	19	2·66	4,50	62·70	1919-20	
49	5·71	...	...	17	2·01	4,56	53·32	1920-21	
11	6·52	...	...	2	1·88	96	59·53	1916-17	Howrah-Sheakhala Light.
15	9·25	...	...	2	1·50	97	59·62	1917-18	
20	11·46	...	...	4	2·06	96	54·43	1918-19	
21	12·02	...	...	5	2·72	1,06	61·86	1919-20	
21	11·64	...	...	3	1·62	1,07	60·47	1920-21	
3	21·11	...	...	...	1·83	18	†94·55	1916-17	Jagadhri Light.
3	14·26	...	...	...	1·14	17	†91·63	1917-18	
3	14·75	...	...	...	1·71	18	98·24	1918-19	
2	10·11	...	...	...	0·84	16	64·66	1919-20	
2	8·92	...	...	1	1·67	16	53·25	1920-21	
18	10·91	5	3·03	2	1·21	1,02	61·82	1916-17	Jorhat (Provincial).
19	13·63	...	...	3	1·95	1,19	83·50	1917-18	
21	19·02	...	...	3	2·40	1,21	†07·08	1918-19	
24	19·44	...	...	4	2·93	1,20	95·47	1919-20	
30	22·62	...	...	4	3·29	1,47	111·88	1920-21	
...	0·45	...	...	...	...	33	40·98	1916-17	Kulasekarapatnam Light.
...	0·83	...	...	...	...	37	115·76	1917-18	
...	0·52	...	...	...	...	61	146·70	1918-19	
1	1·75	...	...	...	...	92	182·22	1919-20	
1	0·68	...	...	...	...	130	176·02	1920-21	
1	1·27	...	...	...	0·63	21	81·08	1916-17	Pipar-Bilara Light.
...	...	...	...	...	...	16	†79·01	1917-18	
...	1·07	...	...	...	0·42	18	58·78	1918-19	
1	0·84	...	...	...	0·41	28	70·75	1919-20	
...	0·95	...	...	...	0·62	24	64·80	1920-21	
1	81·94	...	...	...	...	5	438·59	1916-17	Mysore Light.
3	20·18	...	...	...	1·21	27	†153·78	1917-18	
6	21·43	...	...	3	10·71	41	†141·87	1918-19	
5	17·86	...	...	1	3·57	24	85·70	1919-20	
4	11·43	...	...	4	11·43	27	77·14	1920-21	
2,84,89	4·03	22,51	0·32	2,38,71	3·38	*33,40,32	47·26	1916-17	Total of all railways.
2,97,70	3·85	23,69	0·31	2,88,77	3·73	*35,36,87	45·72	1917-18	
3,32,53	3·85	24,20	0·28	3,36,54	3·91	*41,80,17	48·45	1918-19	
3,78,37	4·25	30,22	0·34	4,30,91	4·83	*50,15,65	56·81	1919-20	
4,69,78	5·11	31,37	0·34	4,41,77	4·89	*60,29,04	65·54	1920-21	

* Includes figures for certain smaller lines for which expenses by departments are not available.
† Revised figures.

APPENDIX 7.

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE.									
Bengal-Nagpur (including 2' 6" gauge branches).	1916-17	2,738·15	11,283	40,96,74	5,12,28	2,46,36	2,65,92	48·09	6·51
	1917-18	2,738·24	11,381	41,36,32	5,63,93	2,62,60	3,01,33	46·57	7·30
	1918-19	2,732·44	11 400	41,98,41	6,20,87	3,07,70	3,13,17	49·56	7·48
	1919-20	2,746·44	12,049	44,91,58	6,57,57	3,84,96	2,72,61	58·54	6·10
	1920-21	2,818·86	11,973	48,84,08	6,43,29	4,24,25	2,19,04	65·95	4·48
Bombay, Baroda and Central India (including 2' 6" gauge lines worked).	1916-17	1,504·97	7,664	28,10,18	4,29,72	1,78,78	2,50,94	41·60	8·96
	1917-18	1,544·84	7,707	28,62,95	4,90,22	2,13,57	2,76,65	43·57	9·69
	1918-19	1,578·42	7,830	28,92,53	5,70,42	2,49,27	3,21,15	43·70	11·13
	1919-20	1,578·17	8,192	29,82,75	5,78,65	3,09,40	2,69,25	53·47	9·05
	1920-21	1,589·42	8,486	33,66,16	6,15,25	4,12,73	2,02,52	67·08	6·02
Eastern Bengal	1916-17	616·01	4,292	24,15,05	2,22,55	1,17,78	1,04,77	52·92	4·34
	1917-18	622·38	3,807	24,31,67	2,08,42	1,21,54	86,88	58·31	3·57
	1918-19	621·21	3,955	24,66,88	2,36,13	1,35,14	1,00,99	57·22	4·09
	1919-20	621·40	4,358	25,77,04	2,75,99	2,02,13	73,86	73·24	2·87
	1920-21	615·45	4,515	27,16,38	2,80,22	1,71,17	1,09,05	61·08	4·01
East Indian	1916-17	2,806·75	27,163	75,41,98	11,45,52	4,21,66	7,23,86	36·81	9·60
	1917-18	2,775·26	25,702	75,47,92	12,21,83	4,26,09	7,95,74	34·87	10·54
	1918-19	2,770·84	26,005	76,02,93	13,92,59	4,87,58	9,05,01	35·01	11·90
	1919-20	2,772·36	26,168	80,55,41	13,60,80	6,11,45	7,49,35	44·93	9·30
	1920-21	2,770·59	26,930	90,77,81	14,53,11	7,66,02	6,87,09	52·72	7·57
Great Indian Peninsula (including 2' 6" and 2' 0" gauge lines worked).	1916-17	3,266·56	24,506	70,72,67	10,54,10	5,65,99	4,88,11	53·69	6·90
	1917-18	3,291·94	23,395	71,69,70	11,43,61	6,09,19	5,34,42	53·27	7·45
	1918-19	3,335·26	23,081	72,61,05	12,95,20	7,41,00	5,54,20	57·22	7·63
	1919-20*	3,335·04	23,380	74,16,14	13,79,37	8,59,92	5,19,45	62·34	7·03
	1920-21*	3,335·04	23,416	92,23,79	13,99,33	10,72,78	3,26,55	76·66	3·54
Madras and Southern Mahratta	1916-17	1,078·99	5,805	19,06,93	3,00,94	1,48,82	1,52,12	49·45	7·98
	1917-18	1,063·11	5,374	19,22,61	3,35,86	1,50,88	1,84,98	44·92	9·62
	1918-19	1,063·11	5,354	19,35,79	3,51,69	1,62,30	1,89,39	46·15	9·78
	1919-20	1,063·11	5,498	20,15,48	3,70,09	2,02,88	1,67,21	54·82	8·30
	1920-21	1,078·70	5,479	22,91,34	3,74,07	2,40,19	1,33,88	64·21	5·84
Nizam's Guaranteed State ...	1916-17	350·71	1,528	5,42,80	70,94	30,24	40,70	42·63	7·50
	1917-18	351·60	1,301	5,46,73	77,48	40,87	36,61	52·75	6·69
	1918-19	351·60	1,358	5,49,80	83,34	50,99	32,35	61·18	5·88
	1919-20	351·60	1,374	5,56,68	90,17	52,55	37,62	58·28	6·76
	1920-21	351·60	1,398	5,78,30	91,09	47,76	43,33	56·08	7·49

* Excluding the Matheran Light railway for which information is not available.

APPENDIX 7—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5' 6" GAUGE—*concld.*									
North Western—									
Commercial section (including 2'6" gauge lines.)	1916-17	4,225·32	18,961	77,15,20	10,20,86	4,64,91	5,55,95	45·54	7·21
	1917-18	3,972·70	19,670	77,89,66	12,55,16	5,15,51	7,39,65	41·07	9·50
	1918-19	3,972·65	19,099	79,95,37	12,82,32	6,39,35	6,42,97	49·86	8·04
	1919-20	3,973·38	17,561	81,65,52	12,28,81	7,08,26	5,20,55	57·64	6·38
	1920-21	3,982·75	15,736	87,89,19	12,92,97	8,96,69	3,96,28	69·35	4·51
Military section (including 2' 6" gauge lines.)	1916-17	1,259·81	3,274	18,60,79	85,46	70,71	14,75	82·74	0·79
	1917-18	1,253·41	3,175	18,81,89	1,04,24	79,73	24,51	76·49	1·30
	1918-19	1,368·30	3,740	20,20,64	1,25,49	1,10,33	15,16	87·92	0·75
	1919-20	1,347·69	4,679	20,59,76	1,49,10	1,58,60	*—9,50*	106·37	...
	1920-21	1,587·46	3,940	23,35,57	1,64,80	1,84,95	*—20,15*	112·22	...
Total North Western (commercial and military sections).	1916-17	5,485·13	22,235	95,75,99	11,06,32	5,35,62	5,70,70	48·41	5·94
	1917-18	5,226·11	22,845	96,71,55	13,59,40	5,95,24	7,64,16	43·79	7·90
	1918-19	5,340·95	22,749	1,00,16,01	14,07,81	7,49,68	6,58,13	53·25	6·64
	1919-20	5,321·07	22,240	1,02,25,08	13,77,91	8,66,86	5,11,05	62·91	5·00
	1920-21	5,520·21	19,676	1,11,24,76	14,57,77	10,81,64	3,76,13	74·20	3·38
Oudh and Rohilkhand (including 3' 3⅜" gauge lines).	1916-17	1,638·91	6,648	21,82,45	2,68,74	1,15,55	1,53,19	42·99	7·02
	1917-18	1,624·33	6,168	21,83,07	2,90,78	1,11,51	1,79,27	38·35	8·21
	1918-19	1,624·33	5,986	21,96,19	3,36,19	1,39,02	1,97,17	41·35	8·98
	1919-20	1,624·33	6,193	22,42,19	3,23,06	1,81,95	1,41,11	56·32	6·29
	1920-21	1,639·27	5,228	24,15,41	3,28,05	1,94,20	1,33,85	59·20	5·54
South Indian	1916-17	445·94	2,145	7,20,79	98,22	48,73	49,49	49·61	6·87
	1917-18	449·80	1,933	7,23,46	1,10,19	45,27	64,92	41·09	8·97
	1918-19	449·80	1,882	7,23,81	1,16,01	47,98	68,03	41·36	9·40
	1919-20	449·80	2,013	7,22,98	1,26,57	68,38	58,19	54·02	8·05
	1920-21	449·80	2,319	7,74,83	1,25,79	79,29	46,50	63·03	6·00
3' 3⅜" GAUGE.									
Aden	1919-20	28·75	*	6,26	3,35	4,33	*—98*	129·33	...
	1920-21	28·75	*	13,16	2,70	2,17	53	80·36	4,03
Assam-Bengal	1916-17	854·37	1,867	16,43,11	67,38	52,59	14,79	78·04	0·90
	1917-18	957·34	1,932	17,88,64	76,76	56,98	19,78	74·22	1·08
	1918-19	970·09	2,170	18,16,61	86,92	66,27	20,65	76·23	1·15
	1919-20	1,020·90	2,433	18,69,08	1,12,61	88,71	23,90	78·78	1·29
	1920-21	1,020·90	2,487	19,55,36	1,14,30	88,26	26,04	77·22	1·33
Bengal and North-Western ...	1916-17	2,053·73	6,204	17,93,49	2,17,31	86,26	1,31,05	39·99	7·31
	1917-18	2,045·65	5,737	17,79,00	2,14,87	93,81	1,21,06	40·36	6·81
	1918-19	2,062·45	6,044	17,61,41	2,57,67	1,02,73	1,54,94	39·87	8·80
	1919-20	2,063·82	5,972	17,72,06	2,53,33	1,11,09	1,42,24	43·85	8·03
	1920-21	2,063·27	5,917	18,02,46	2,57,28	1,19,94	1,37,34	46·62	7·62

* Information not available.

APPENDIX 7—*conta.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
3' 3½" GAUGE—*contd.*									
Bengal Docars	1916-17	152·96	351	1,36,19	17,70	7,66	10,04	43·28	7·37
	1917-18	152·96	355	1,36,56	17,09	7,33	9,76	42·91	7·15
	1918-19	158·20	357	1,37,22	18,29	7,95	10,34	43·45	7·23
	1919-20	158·20	324	1,45,26	18,08	9,10	8,98	50·28	6·19
	1920-21	158·20	313	1,45,38	15,36	9,37	5,99	60·98	4·12
Bhavnagar State*	1916-17	249·02	479	1,35,74	17,59	8,71	8,88	49·53	6·54
	1917-18	249·02	456	1,36,66	19,14	8,04	11,10	42·00	8·12
	1918-19	249·02	493	1,36,56	27,51	11,09	16,42	40·32	12·02
	1919-20	206·31	484	1,26,59	26,02	11,77	14,25	45·23	10·90
	1920-21	217·29	455	1,30,21	23,92	12,79	11,13	53·47	8·55
Bombay, Baroda and Central India.†	1916-17	2,277·09	9,073	18,92,78	3,61,01	1,59,88	2,01,13	44·28	10·63
	1917-18	2,277·91	8,376	18,81,56	3,69,95	1,67,66	2,02,29	45·32	10·75
	1918-19	2,292·08	8,902	19,34,43	4,55,69	2,06,89	2,48,80	45·40	12·86
	1919-20	2,332·25	9,264	19,67,07	4,52,35	2,63,03	1,89,32	58·15	9·62
	1920-21	2,343·06	9,973	22,04,71	4,58,34	3,11,98	1,46,36	68·07	6·64
Burma	1916-17	1,598·46	5,376	21,64,89	2,47,28	1,28,68	1,18,60	52·04	5·48
	1917-18	1,598·46	5,303	21,57,58	2,47,73	1,33,26	1,14,47	53·79	5·31
	1918-19	1,604·98	5,782	21,47,14	2,93,55	1,58,88	1,34,67	54·12	6·27
	1919-20	1,605·83	6,367	21,51,68	3,29,30	1,86,13	1,43,17	56·52	6·65
	1920-21	1,622·63	6,458	22,10,43	3,26,78	2,23,22	1,03,56	68·31	4·69
Dibru-Sadiya	1916-17	91·52	332	1,33,09	15,16	9,22	5,94	60·82	4·46
	1917-18	91·52	334	1,34,32	15,36	10,03	5,33	64·98	3·97
	1918-19	91·52	277	1,37,50	14,65	9,55	5,10	65·18	3·68
	1919-20	91·25	274	1,38,69	15,73	10,86	4,87	69·03	3·48
	1920-21	91·25	265	1,39,98	16,91	13,04	3,87	77·07	2·76
Eastern Bengal (including 2' 6" gauge lines worked.)	1916-17	1,154·12	4,124	13,45,30	1,57,83	87,19	70,64	55·24	5·25
	1917-18	1,101·96	3,472	13,53,13	1,50,74	82,04	68,70	54·42	5·08
	1918-19	1,121·84	3,475	13,43,26	1,64,30	95,65	68,65	58·21	5·11
	1919-20	1,117·27	3,603	13,41,29	1,87,81	1,07,86	79,95	57·42	5·96
	1920-21	1,122·20	3,778	14,10,63	2,00,49	1,36,85	63,64	68·26	4·51
Gondal	1916-17	231·44	536	1,10,66	15,89	8,60	7,29	54·12	6·35
	1917-18	231·44	556	1,12,55	17,99	9,37	8,62	52·09	7·65
	1918-19	231·44	608	1,15,38	24,11	12,73	11,38	52·79	9·52
	1919-20	230·96	614	1,18,19	24,25	11,65	12,60	48·05	10·66
	1920-21	230·96	542	1,24,78	24,19	16,51	7,68	68·23	6·16

*Includes the Dhrangadra railway up to the 30th September 1919.
†Includes the Dhrangadra railway from the 1st October 1919.

APPENDIX 7—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
5′ 3⅜″ GAUGE—*contd.*									
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1916-17	544·74	1,165	4,29,47	41,52	22,29	19,23	53·64	5·48
	1917-18	544·74	1,120	4,37,37	44,90	28,57	16,33	63·64	3·73
	1918-19	544·74	1,259	4,46,82	57,43	29,81	27,62	51·89	6·18
	1919-20	545·19	1,400	4,55,80	71,61	37,89	33,72	52·91	7·40
	1920-21	545·46	1,313	4,57,03	75,65	32,19	43,46	42·54	9·51
Jamnagar	1916-17	54·22	79	24,09	3,43	1,97	1,46	57·39	6·07
	1917-18	54·22	77	24,26	3,74	1,98	1,76	52·81	7·28
	1918-19	54·22	83	24,75	4,94	2,21	2,73	44·75	11·04
	1919-20	54·22	86	25,83	5,15	2,37	2,78	46·10	10·75
	1920-21	54·22	79	27,68	4,57	2,48	2,09	54·35	7·53
Jodhpur-Bikaner ...	1916-17	1,330·32	2,606	3,85,17	81,33	40,17	41,16	49·39	10·69
	1917-18	1,330·32	2,519	3,85,92	96,75	40,91	55,84	42·28	14·47
	1918-19	1,330·32	2,503	3,96,01	1,08,27	50,26	58,01	46·42	14·65
	1919-20	1,330·83	2,278	4,07,54	1,00,95	53,79	47,16	53·28	11·57
	1920-21	1,330·83	2,354	4,37,11	1,03,53	63,88	39,65	61·70	9·07
Junagad State	1916-17	120·90	204	63,98	7,49	3,80	3,69	50·77	5·76
	1917-18	120·90	206	67,43	8,14	6,40	1,74	78·60	2·58
	1918-19	135·60	216	77,34	9,98	4,37	5,61	43·74	7·26
	1919-20	140·46	212	79,00	10,54	5,19	5,35	49·21	6·78
	1920-21	140·46	234	88,81	11,25	5,99	5,26	53·21	5·92
Madras and Southern Mahratta ...	1916-17	2,090·02	7,070	18,77,52	2,21,25	1,18,67	1,02,58	53·64	5·46
	1917-18	2,088·55	6,854	18,77,05	2,37,03	1,17,66	1,19,37	50·08	6·92
	1918-19	2,108·01	6,802	18,92,92	2,56,54	1,30,36	1,26,18	50·81	6·67
	1919-20*	1,967·92	6,591	18,42,41	2,63,92	1,41,94	1,21,98	53·78	6·62
	1920-21	1,967·92	6,746	19,80,11	2,68,74	1,83,65	85,09	68·34	4·30
Morvi (including 2′ 6″ gauge section).	1916-17	92·83	213	53,60	8,69	2,45	6,24	28·26	11·63
	1917-18	92·83	215	53,77	9,76	2,62	7,14	26·86	13·28
	1918-19	92·83	248	53,59	14,44	4,18	10,26	28·92	19·16
	1919-20	92·83	263	54,16	12,89	4,85	8,04	37·59	14·86
	1920-21	92·83	252	56,29	13,04	5,20	7,84	39·88	13·93
Mysore, Birur-Shimoga and Chickjajur-Chitaldrug.	1917-18	102·95	20	81,12	66	60	6	‡90·30	‡0·08
	1918-19	102·95	105	90,53	3,81	3,62	19	‡95 12	0·21
	1919-20†	242·70	314	1,82,43	13,41	8,66	4,75	64·58	2·69
	1920-21	262·46	553	1,99,20	23,25	16,98	6,27	73·03	3·15
Rohilkund and Kumaon ...	1916-17	571·23	1,102	3,67,73	42,89	17,88	25,01	41·69	6·80
	1917-18	571·15	1,039	3,66,70	48,73	21,51	27,22	44·14	7·42
	1918-19	571·15	1,139	3,66,70	56,02	28,23	27,79	50·38	7·58
	1919-20	571·13	1,024	3,80,97	52,63	28,91	23,72	54·93	6·23
	1920-21	575·06	1,065	3,94,34§	54,18	28,93	25,25	53·39	6·40

* Includes the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways up to the 30th September 1919.
† Includes the railways named in the asterisk note above from the 1st October 1919.
‡ Revised figures.
§ Including the Powayan Light Railway.

APPENDIX 7—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
3' 3½" Gauge—*concld.*									
South Indian	1916-17	1,243·14	6,904	14,27,43	2,54,67	1,28,12	1,26,55	50·31	8·87
	1917-18	1,281·05	5,921	14,78,78	2,74,04	1,21,04	1,53,00	44·17	10·35
	1918-19	1,281·05	5,453	14,74,72	2,74,82	1,28,08	1,46,74	46·60	9·95
	1919-20	1,303·99	5,969	15,03,40	3,16,46	1,73,86	1,42,60	54·94	9·49
	1920-21	1,303·99	6,406	16,57,05	3,27,02	1,95,09	1,31,93	59·66	7·96
Udaipur-Chitorgarh ...	1916-17	67·30	108	22,77	3,75	1,83	1,92	48·80	8·43
	1917-18	67·30	92	22,84	2,76	1,45	1,31	52·48	5·75
	1918-19	67·30	72	22,86	3,37	1,77	1,60	52·37	7·03
	1919-20	67·30	75	22,86	4,38	1,98	2,40	45·19	10·50
	1920-21	67·30	75	22,86	3,63	1,96	1,67	54·04	7·29
2' 6" Gauge.									
Ahmadpur-Katwa	1917-18	32·26	43	19,50	54	55	—1	101·45	...
	1918-19	32·26	71	19,66	94	1,18	—24	125·06	...
	1919-20	32·26	68	19,74	1,22	76	46	61·91	2·33
	1920-21	32·26	75	19,76	1,35	1,21	14	89·43	0·71
Ambaji-Taranga Light§ ...	1919-20	20·50	*	*	*	*	*	*	*
	1920-21								
Arakan Light	1918-19	18·25	3	28,87	8	11	—3	138·28	...
	1919-20	18·25	20	30,87	47	97	—50	207·05	...
	1920-21	18·25	20	30,78	46	98	—52	214·33	...
Arrah-Sasaram Light ...	1916-17	65·16	92	22,67	2,26	1,26	1,00	55·70	4·42
	1917-18	65·16	92	22,67	2,54	1,17	1,37	46·22	6·01
	1918-19	65·16	97	22,58	2,47	1,31	1,16	53·02	5·15
	1919-20	65·16	93	22,68	2,80	1,65	1,15	59·13	5·03
	1920-21	65·16	92	22,65	2,89	1,79	1,10	62·09	4·83
Bankura-Damoodar River ...	1916-17	42 69	18	33,94	22	20	2	88·92	0·07
	1917-18	59·95	104	35,57	1,28	1,21	7	94·58	0·19
	1918-19	59·95	126	35,43	1,83	1,68	15	92·03	0·41
	1919-20	59·95	135	35,50	2,26	1,44	82	63·53	2·31
	1920-21	59·95	116	35,71	1,75	1,71	4	97·65	0·11
Barasat-Basirhat Light ...	1916-17	52·24	145	23,82	3,57	2,22	1,35	62·07	5·69
	1917-18	52·24	111	23,85	3,08	2,15	93	69·90	3·89
	1918-19	52·24	133	23,90	3,45	2,06	1,39	59·95	5·78
	1919-20	52·24	143	23,94	4,06	2,40	1,66	59·11	6·93
	1920-21	52·24	137	24,20	4,41	2,31	2,10	52·28	8·70
Barsi Light	1916-17	117·50	208	76,06	11,25	4,80	6,45	42·73	8·47
	1917-18	117·50	158	76,57	8,61	4,46	4,15	51·75	†5·42
	1918-19	117·50	166	86,28	10,10	4,87	5,23	48·24	†6·06
	1919-20	117·50	223	86,24	15,96	6,07	9,89	38·09	11·46
	1920-21	117·50	212	87,11	14,32	6,62	7,70	46·22	8·84
Bengal Provincial	1916-17	33·27	119	11,89	1,28	95	33	74·04	2·79
	1917-18	41·58	112	14,44	1,14	1,00	14	87·72	0·97
	1918-19	41·58	103	14,53	*	*	*	*	*
	1919-20	41·58	118	14,57	1,52	1,14	38	74·00	5·38
	1920-21	41·58	114	14,93	1,59	1,25	25	83·09	1·67
Bukhtiarpur-Bihar Light ...	1916-17	33·00	39	13,60	1,57	95	62	60·38	4·57
	1917-18	33·00	42	13,84	1,97	1,12	85	57·12	6·09
	1918-19	33·00	43	13,92	1,60	98	62	61·09	4·46
	1919-20	33·00	54	14·20	1,79	1,31	48	73·27	3·36
	1920-21	33·00	64	14,20	3,53	1,49	2,04	42·28	14·36
Burdwan-Katwa	1916-17	32·52	84	17,82	1,33	1,25	8	93·57	0·48
	1917-18	32·52	73	17,98	1,32	1,00	32	75·70	1·79
	1918-19	32·52	91	18,09	1,41	1,07	34	76·10	1·87
	1919-20	32·47	83	18,12	1,71	1,03	68	60·44	3 75
	1920-21	32·47	80	18,17	1,67	1,29	38	77·23	2·08
Champanar-Shivrajpar-Pani Light	1916-17	32·40	31	16,38	95	67	28	70·71	†1·71
	1917-18	32·40	43	16,25	25	86	39	68·70	†2·42
	1918-19	32·40	38	16,30	29	1,02	27	78·94	1·66
	1919-20	32·40	42	16,56	1,64	1,28	36	78·26	2·15
	1920-21	33·49	49	16,77	2,07	1,52	55	73·26	3·29

* Information not available.
† Revied figures.
‡ Working suspended with effect from the 4th December 1920, preparatory to going into liquidation.

APPENDIX 7—*contd.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5)
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE— *contd.*									
Cutch State	1916-17	36·78	28	10,86	93	57	36	61·79	3·21
	1917-18	36·78	24	10,94	59	49	10	83·89	0·86
	1918-19	36·78	*	10,95	1,20	64	56	53·83	5·03
	1919-20	36·78	27	10,95	1,02	33	69	32·15	6·36
	1920-21	36·78	27	10,96	93	51	42	55·24	3·81
Dehri-Rohtas Light ...	1916-17	23·83	35	6,88	2,32	73	1,59	31·70	22·99
	1917-18	23·83	35	6,70	2,18	79	1,39	36·26	†20·74
	1918-19	23·83	38	7,40	2,23	1,37	86	61·17	11·74
	1919-20	23·83	48	7,96	2,67	1,49	1,18	56·14	14·84
	1920-21	23·83	53	8,69	2,79	1,56	1,23	56·16	14·15
Dholpur-Bari	1916-17	51·63	34	12,42	1,06	52	54	49·28	4·33
	1917-18	51·63	56	12,93	1,11	67	44	60·56	3·40
	1918-19	51·63	56	13,00	1,18	74	44	62·71	3·38
	1919-20	51·63	56	13,39	1,59	89	70	56·16	5·24
	1920-21	51·63	60	13,62	1,54	93	91	59·72	6·68
Godhra-Lunavada	1916-17	25·45	22	12,92	65	54	11	84·02	0·77
	1917-18	25·45	19	12,97	54	58	—4	106·49	...
	1918-19	25·45	19	13,07	79	64	15	81·20	1·13
	1919-20	25·45	23	13,15	88	76	12	85·79	0·95
	1920-21	25·45	38	13,24	1,11	86	25	77·45	1·90
Jessore-Jhenidah	1916-17	36·80	80	13,49	1,11	1,43	—32	129·34	...
	1917-18	36·75	69	13,97	89	1,45	—56	162·81	...
	1918-19	36·75	93	14,38	1,03	1,29	—26	†125·86	...
	1919-20	37·00	103	14,33	1,43	1,22	21	85·32	1·47
	1920-21	37·00	93	14,47	1,57	1,54	3	98·09	2·00
Kalighat-Falta	1917-18	25·33	49	17,37	89	69	20	77·28	1·16
	1918-19	25·33	89	17,60	1,89	1,19	70	63·05	3·96
	1919-20	25·33	88	18,09	2,20	1,29	91	58·49	5·03
	1020-21	26·24	92	18,42	2,51	1,53	98	61·05	5·32
Kolar District and Bangalore Chik Ballapur Light.	1916-17	98·75	†82	26,43	1,77	1,46	31	†82·31	0·11
	1917-18	102·25	118	30,31	2,61	1,97	64	†75·19	3·42
	1918-19	102·20	117	30,86	3,02	2,97	†5	†98·34	0·02
	1919-20	102·20	118	31,17	3,47	2,63	84	†75·79	2·70
	1920-21	102·20	144	33,32	3,57	2,59	98	72·55	2·94
Madaya Light	1916-17	8·30							
	1917-18	16·00							
	1918-19	16·00	*	*	*	*	*	*	*
	1919-20	16·00							
	1920-21	16·00	30	8·47	87	85	2	97·70	0·24
Morappur-Hosur and Tirupattur-Krishnagiri.	1916-17	98·78	176	40,93	2,49	2,09	40	83·94	1·00
	1917-18	98·78	163	40,99	2,73	2,46	27	89·92	0·67
	1918-19	98·78	165	41,22	2,44	2,71	—27	110·97	...
	1919-20	98·68	163	40,79	3,17	3,36	—19	106·14	...
	1920-21	98·68	167	42,62	3,06	4,45	—1,39	145·71	...
Mourbhanj State	1916-17	32·41	25	7,27	52	42	10	80·22	1·42
	1917-18	32·41	24	7,27	52	40	12	75·98	1·73
	1918-19	32·41	24	7,27	46	39	7	84·45	0·99
	1919-20	32·41	29	7,27	65	56	9	85·75	1·27
	1920-21§	...	7	...	21	11	10	52·38	...
Nadiad-Kapadvanj	1916-17	28·01	48	15,11	1,44	75	69	51·69	4·63
	1917-18	28·01	41	14,89	1,58	84	74	53·12	†4·96
	1918-19	28·01	41	14,99	2,05	94	1,11	45·66	7·45
	1919-20	28·01	41	14,83	2,23	1,06	1,17	47·40	7·92
	1920-21	30·06	41	15,18	2,58	1,21	1,37	47·05	8·99
Parlakimedi Light	1916-17	24·62	29	7,67	49	45	4	92·51	0·48
	1917-18	24·62	20	7,67	54	33	21	61·12	2·76
	1918-19	24·62	19	7,67	53	31	22	58·50	2·89
	1919-20	24·62	20	7,68	69	42	27	61·38	3·47
	1920-21	24·62	19	7,68	75	42	33	55·89	4·33
Powayan Light	1916-17	38·86	58	8,95	1,01	61	40	60·80	4·47
	1917-18	38·86	58	8,95	1,02	61	41	†60·28	†4·54
	1918-19	††	11	8,95	26	15	11	†60·24	1·12
	1919-20	††	††	8,95	††	††	††	††	††
	1920-21	††	††	...	††	††	††	††	††

* Information not available.
† Revised figures.
§ Up to 14th July 1920.
†† Temporarily dismantled.

APPENDIX 7—*concld.*

General results of working each railway system.

Railway system.	Year.	Mileage open at close of the year.	Total train-mileage (in thousands of miles).	Total capital outlay, including ferries and suspense, on open line (in thousands of rupees).	Gross earnings (in thousands of rupees).	Working expenses (in thousands of rupees).	Net earnings (in thousands of rupees).	Percentage of working expenses to gross earnings.	Percentage of net earnings on total capital outlay given in column (5).
1	2	3	4	5	6	7	8	9	10
2′ 6″ GAUGE—*concld.*									
Shahdara (Delhi)-Saharanpur Light.	1916-17	92·50	148	44,11	6,69	2,76	3,93	41·23	8·90
	1917-18	92·50	150	44,63	7,16	3,46	3,70	48·17	8·31
	1918-19	92·50	135	45,20	7,94	4,14	3,80	52·15	8·40
	1919-20	92·50	115	45,71	7,57	4,36	3,21	57·59	7·02
	1920-21	92·50	117	45,51	8,40	5,03	3,37	59·92	7·40
Tezpore-Balipara Light ...	1916-17	20·10	37	4,87	1,48	1,01	47	68·37	9·55
	1917-18	20·10	34	4,87	1,33	1,03	30	77·42	6·16
	1918-19	20·10	34	4,87	1,55	1,07	48	69·02	9·84
	1919-20	20·10	36	4,87	1,66	1,16	50	69·73	10·29
	1920-21	20·10	34	4,87	1,44	1,26	18	87·41	3·71
2′ 0″ GAUGE.									
Darjeeling-Himalayan ...	1916-17	146·44	461	95,83	16,33	10,23	6,10	62·65	6·37
	1917-18	146·44	543	99,84	16,59	10,17	6,42	61·39	6·43
	1918-19	146·44	556	1,00,75	18,04	11,05	6,99	61·25	6·93
	1919-20	146·44	548	1,01,31	18,76	11,38	7,38	60·66	7·29
	1920-21	146·51	540	1,02,35	19,62	11,99	7,63	61·14	7·44
Gwalior Light	1916-17	249·97	253	75,66	5,63	2,82	2,81	50·06	3·72
	1917-18	249·96	298	75,92	6,58	3,00	3,58	45·56	4·72
	1918-19	249·96	322	76,55	7,73	3,78	3,95	48·96	5·14
	1919-20	249·96	269	77,12	7,97	3,88	3,49	52·65	4·53
	1920-21	249·96	276	82,79	7,08	4,45	2,63	62·93	3·16
Howrah-Amta Light ...	1916-17	43·87	219	26,44	6,07	3,38	2,69	55·74	10·15
	1917-18	43·87	173	26,52	6,02	3,26	2,76	54·17	10·40
	1918-19	43·87	185	27,02	6,55	3,67	2,88	56·03	10·66
	1919-20	43·87	200	26,94	7,18	4,50	2,68	62·70	9·93
	1920-21	43·87	206	27,61	8,55	4,56	3,99	53·32	14·45
Howrah-Sheakhala Light ...	1916-17	19·75	86	7,64	1,61	96	65	59·53	8·53
	1917-18	19·75	67	7,64	1,62	97	65	59·62	8·55
	1918-19	19·75	69	7,62	1,75	96	79	54·48	10·49
	1919-20	19·75	64	7,64	1,72	106	66	61·86	8·58
	1920-21	19·75	49	7,85	1,76	1,07	69	60·47	8·79
Jagadhri Light	1916-17	3·31	14	1,12	*19	18	1	*94·55	0·95*
	1917-18	3·31	12	1,12	19	17	2	*91·63	1·40
	1918-19	3·31	12	1,12	18	18	...	98·18	0·29
	1919-20	3·31	13	1,10	25	16	9	64·86	8·03
	1920-21	3·31	13	1,11	30	16	14	53·25	12·28
Jorhat (Provincial) ...	1916-17	32·50	52	11,24	1,65	1,02	63	61·82	5·62
	1917-18	32·50	52	11,12	1,42	1,19	23	83·50	2·11*
	1918-19	32·50	51	10,91	1,13	1,21	—8	107·08	...
	1919-20	32·50	52	11,19	1,26	1,20	6	95·47	0·51
	1920-21	32·50	51	11,41	1,32	1,47	—15	111·88	...
Kulasekarapatnam Light ...	1916-17	18·00	23	2,98	80	33	47	40·98	15·82
	1917-18	18·00	27	3,46	32	37	—5	115·76	...
	1918-19	32·00	36	5,67	42	61	—19	146·70	...
	1919-20	32·00	42	5,85	50	92	—42	182·22	...
	1920-21	32·00	47	6,25	73	1,30	—57	176·02	...
Pipar-Bilara Light ...	1916-17	25·25	26	2,90	26	21	5	81·08	1·67
	1917-18	25·25	15	2,90	20	16	4	*79·01	1·45*
	1918-19	25·25	18	2,90	30	18	12	58·78	4·32*
	1919-20	25·25	24	2,90	39	28	11	70·75	3·96
	1920-21	25·25	23	2,90	37	24	13	64·80	4·48
Mysore Light	1916-17	11·88	2	3,48	1	5	—4	498·59	...
	1917-18	26·60	19	5,08	17	27	—10	*153·78	...
	1918-19	26·50	39	5,76	28	41	—13	*144·87	...
	1919-20	26·60	21	6,86	28	24	4	85·70	0·61
	1920-21	26·75	30	6,49	35	27	8	77·14	1·24
Total of all railways ...	1916-17	36,286	163,604	5,35,27,97	70,68,42	33,40,32	37,28,10	47·26	6·96
	1917-18	36,333	157,036	5,41,79,90	77,36,39	35,36,87	41,99,52	45·72	7·75
	1918-19	36,616	156,588	5,49,74,45	86,28,68	41,80,17	44,48,51	48·45	8·09
	1919-20	36,735	162,161	5,66,37,77	89,15,32	50,65,65	38,49,67	56·81	6·80
	1920-21	37,029	161,802	†6,26,80,53	91,98,76	60,29,04	31,69,7	65·54	5·06

* Revised figures.

† Excluding Rs. 1,73,000 spent on the United Provinces (Distillery Siding).

APPENDIX 8.

Statistical results of working the various classes of railways during the financial year 1920-21.

Class.	Length of line open on the 31st March 1921.	Total capital outlay on open lines to the 31st March 1921, including steam-boat and suspense, in thousands.	Total number of passengers carried, in hundreds.	Total weight of goods carried, in thousands.	Gross earnings, including steam-boat service, in thousands. §	Working expenses, including steam-boat service, in thousands. §	Net earnings, including steam-boat service, in thousands.	Percentage of net earnings on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
5′ 6″ gauge.	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
State lines worked by the State	6,041·45	1,47,58,51	98,984,1	18,526	18,55,90	13,09,48	5,46,42	
State lines worked by Companies *a*	*b* 9,812·55	*b* 2,82,17,92	*b* 200,170,9	*b* 45,703	44,17,60	28,76,67	15,40,93	
Branch line Company's railway under "guarantee" terms, worked by the main line.	32·04	30,99	625,3	120	7,39	3,69	3,70	
Branch line Companies' railways under "rebate" terms, worked by the main line. *c*	1,159·74	10,42,08	16,489,5	2,275	1,51,92	76,38	75,54	
Company's line subsidized by the Government of India.	206·40	1,97,58	*d* 3,627,9	*d* 1,109	51,12	24,07	27,05	
District Board lines ...	25·27	19,65	1,175,2	64	2,17	1,17	1,00	
Indian State lines worked by the main line.	587·14	3,99,90	7,405,1	1,303	76,66	46,65	30,01	
Company's line guaranteed by Indian State.	330·13	5,65,28	2,875,8	1,304	85,17	43,14	42,03	—
TOTAL FOR 1920-21 ...	18,194·72	4,52,31,91	331,353,8	70,404	66,47,93	43,81,25	22,66,68	5·01
TOTAL FOR 1919-20 ...	17,987·82	4,01,17,51	297,742,7	69,228	64,26,68	36,51,67	27,75,01	6·92
3′ 3⅜″ gauge.								
State lines worked by the State *e*	1,145·53	*f* 13,95,86	12,452,4	1,850	1,99,17	1,37,18	61,99	
State lines worked by Companies *g*	8,411·24	1,03,24,36	127,274,8	12,224	15,64,94	10,31,58	5,33,36	
Branch line Company's railway under "guarantee" terms, worked by the main line.	50·81	28,95	*h*	*h*	1,31	65	66	
Branch line Companies' railways under "rebate" terms, worked by the main line.	122·24	48,47	1,997,8	55	8,18	3,60	4,58	
Branch line Company's railway under "guarantee and rebate" terms.	100·68	1,09,40	1,296,3	2	9,39	4,70	4,69	
Companies' lines subsidized by the Government of India.	1,728·78	1 281·34	*i* 37,220,1	*i* 3,551	1,83,09	86,03	97,06	
Company's line subsidized by Local Government.	86·02	1,23,04	667,7	410	15,88	12,25	3,63	
Unassisted Company's line ...	5·23	16,94	87,6	258	1,03	79	24	
District Board lines	211·72	1,00,34	5,659,2	311	20,79	12,25	8,54	
Company's line subsidized by District Board.	36·40	33,61	*j*	*j*	5,57	2,06	3,51	
Indian State lines worked by Indian States.	2,153·55	10,25,14	16,175,9	2,283	1,86,17	1,11,68	74 49	
Indian State lines worked by the main line.	730·62	4,15,97	7,938,0	592	48,37	31,01	17,36	
Company's line guaranteed by Indian State.	391·40	3,39,05	4,012,8	473	68,81	26,62	42,19	
Lines in Foreign territory worked by British Indian Railway Companies.	73·69	2,07,39	1,934,5	253	11,62	9,71	1,91	
TOTAL FOR 1920-21 ...	15,247·82	*f* 1,54,49,86	216,717,1	22,267	23,24,32	14,70,11	8,54,21	5·53
TOTAL FOR 1919-20 ...	15,180·59	*f* 1,45,86,01	210,229,2	23,042	22,74,01	12,63,63	10,10,38	6·93

§ Do not include items of receipts and charges in England finally accounted for in English Accounts.

a Includes the Broach-Jambusar (2′ 6″ gauge) railway, in columns 4 and 5, and the Tumsar-Tirodi (2′ 0″ gauge) Light railway, in columns 4 to 8, for which information was not recorded separately.

b Includes the share owned by the Bhopal Durbar in the Bhopal-Itarsi railway.

c Excludes the Panposh-Raipura railway from columns 4 to 8 for which information was not available.

d Includes the Indian State section of the Jind-Panipat railway.

e Excludes the Aden railway from columns 4 and 5, for which information was not available and the Cawnpore-Barhwal link, from columns 3 to 8, which is included with the Oudh and Rohilkhand railway under 5′ 6″ gauge against "State lines worked by the State."

f Excludes the United Provinces Distillery siding.

g Includes the Hindupur (Yesvantpur-Mysore Frontier) railway in columns 4 to 8, but excludes the Lucknow-Bareilly and Tirhoot railways from columns 4 and 5, which are included against "Companies' lines subsidized by the Government of India," also excludes the Alnavar-Dandeli railway from columns 4 to 8, for which information was not available.

h Included with the Assam Bengal railway against "State lines worked by Companies."

i Includes the Bengal Dooars, Lucknow-Bareilly and Tirhoot railways.

j Included with the Bengal Dooars Extensions railway against "Companies' lines subsidized by the Government of India."

APPENDIX 8—*concld.*

Statistical results of working the various classes of railways during the financial year 1920-21.

Class.	Length of line open on the 31st March 1921.	Total capital outlay on open lines to the 31st March 1921, including steam-boat and suspense, in thousands.	Total number of passengers carried, in hundreds.	Total weight of goods carried, in thousands.	Gross earnings, including steam-boat service, in thousands §	Working expenses, including steam-boat service, in thousands. §	Net earnings, including steam-boat service, in thousands.	Percentage of net earnings on capital outlay on open lines.
1	2	3	4	5	6	7	8	9
	Miles.	Rs.	No.	Tons.	Rs.	Rs.	Rs.	
Special (2' 6" and 2' 0") gauges.								
State lines worked by the State ...	365·06	4,17,80	2,142,8	427	41,98	51,92	—9,94	
State lines worked by Companies *a*	972·17	5,59,88	4,278,9	900	49,19	42,70	6,49	
Branch line Companies' railways under "guarantee" terms worked by the Branch line Company.	169·17	1,22,84	1,922,7	54	7,74	6,72	1,02	
Branch line Company's railway under "guarantee" terms worked by the main line.	8·31	2,97	96,2	*b*	17	10	7	
Branch line Companies' railways under "rebate" terms—								
(A) Worked by the Branch line Company.	89·00	45,19	867,0	165	5,76	3,59	2,17	
(B) Worked by the main line *c*	476·51	2,22,05	1,188,8	264	22,66	10,57	12,09	
Companies' lines subsidized by the Government of India.	233·83	1,41,31	2,474,4	393	25,51	13,21	12,30	
Company's line subsidized by Local Government.	51·07	47,49	283,7	57	14,69	9,53	5,16	
Unassisted Companies' lines *d* ...	84·58	27,79	628,1	65	3,23	3,46	—23	
Companies' lines subsidized by District Boards.	271·12	1,15,85	6,139,1	213	24,15	14,02	10,13	
Indian State lines worked by Indian States.	472·77	1,37,67	1,658,5	198	12,59	7,86	4,73	
Indian State lines worked by the main line.	354·05	1,45,51	3,208,2	100	17,30	12,87	4,43	
Company's line guaranteed by Indian State.	38·69	12,41	*e*	*e*	1,54	1,13	41	
TOTAL FOR 1920-21 ...	3,586·33	19,98,76	24,833,4	2,686	2,26,51	1,77,68	48,83	2·44
TOTAL FOR 1919-20 ...	3,564·25	19,37,53	25,208,5	2,725	2,14,63	1,50,35	64,28	3·32
TOTAL OF ALL RAILWAYS FOR 1920-21.	37,046·15	*f* 6,26,80,53	*g* 572,904,3	*g* 95,507	91,98,76	60,29,04	31,69,72	5·06
TOTAL OF ALL RAILWAYS FOR 1919-20.	36,028·87	*f* 5,66,37,77	*g* 533,180,4	*g* 94,995	89,15,32	50,65,65	38,49,67	6·80

a *Vide* remark *a* against "State lines worked by Companies" under 5' 6" gauge.
b Included with the Bengal Provincial railway against "Unassisted companies' railways."
c Excludes the Matheran Light railway from columns 3 to 8 for which information was not furnished.
d Excludes the Madaya Light railway from columns 4 and 5, for which information was not furnished.
e Included with the Kolar District railway against "Indian State lines worked by Indian States."
f Excludes the United Provinces Distillery siding.
g Includes cross traffic which is excluded from Appendix 5.
§ Do not include items of receipts and charges in England finally accounted for in English accounts.

APPENDIX 9.

Main results of working of all Indian railways treated as one system.

Serial number.	Particulars.	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.
1	2	3	4	5	6	7
1	Mileage open at close of the year Miles.	36,286	36,333	36,616	36,735	37,029
2	Total Capital outlay, including ferries and suspense, on open lines (in thousands of rupees) . . . . Rs.	5,35,27,97	5,41,79,90	5,49,74,45	5,66,37,77	6,26,80,53
3	Gross earnings (in thousands of rupees) . . . . . „	70,68,42	77,36,39	86,28,68	89,15,32	91,98,76
4	Gross earnings per mile open . . „	19,480	21,292	23,565	24,269	24,842
5	Gross earnings per mile open per week „	375	409	453	467	478
6	Gross earnings per train-mile . . „	4·32	4·93	5·44	5·50	5·69
7	Total working expenses (in thousands of rupees) . . . . . „	33,40,32	35,36,87	41,80,17	50,65,65	60,29,04
8	Working expenses per mile open . . „	9,206	9,734	11,416	13,789	16,274
9	Working expenses per train-mile . „	2·04	2·25	2·64	3·13	3·73
10	Percentage of working expenses to gross earnings . . . Per cent.	47·26	45·72	48·45	56·81	65·54
11	Net earnings (in thousands of rupees). Rs.	37,28,10	41,99,52	44,48,51	38,49,67	31,69,72
12	Net earnings per mile open . . „	10,274	11,558	12,149	10,480	8,556
13	Net earnings per train-mile . . „	2·28	2·68	2·80	2·37	1·96
14	Percentage of net earnings on total capital outlay (item 2) . . Per cent.	6·96	7·75	8·09	6·80	5·06
15	Coaching train-miles (in thousands) Train-miles.	55,719	44,407	44,117	52,092	58,016
16	Goods train-miles (in thousands) . „	68,083	72,528	74,283	70,061	67,010
17	Mixed train-miles (in thousands). . „	34,874	34,618	34,240	34,169	32,254
18	Total, including miscellaneous, train-miles (in thousands) . . . . „	163,604	157,036	158,588	162,161	161,802
19	Unit-mileage of passengers (in thousands) . . . . . Unit-miles.	17,846,064	16,204,392	18,039,577	20,614,612	20,985,008
20	Freight ton-mileage of goods (in thousands) . . . . Ton-miles.	19,825,901	21,015,126	22,140,806	20,401,656	19,920,888
21	Average miles a ton of goods was carried . . . . . Miles.	230·08	245·87	242·88	252·33	227·56
22	Average rate charged for carrying a ton of goods one mile . . . Pies.	4·01	4·08	4·26	4·43	4·62
	Average miles a passenger was carried.					
23	1st class . . . . . Miles.	126·60	124·99	133·83	139·16	130·55
24	2nd class . . . . . „	106·88	96·58	90·64	85·63	77·81
25	Intermediate class . . . . . „	52·17	71·54	75·37	75·85	71·66
26	3rd class . . . . . „	37·56	38·91	40·68	40·73	38·73
27	Season and Vendors' tickets . . „	8·46	8·54	8·81	9·18	9·16
28	Total . . . . . „	36·82	37·66	39·24	39·64	37·52
	Average rate charged per passenger per mile.					
29	1st class . . . . . Pies.	18·82	16·58	15·28	16·04	16·72
30	2nd class . . . . . „	5·07	6·76	7·15	7·59	7·84
31	Intermediate class . . . . . „	3·14	4·02	4·17	4·21	4·36
32	3rd class . . . . . „	2·32	2·78	2·86	2·84	2·92
33	Season and Vendors' tickets . . „	1·43	1·50	1·49	1·54	1·60
34	Total . . . . . „	2·48	2·99	3·08	3·09	3·18

APPENDIX 10.

Railways and tramways projected up to the 31st March 1921.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
ASSAM.							
Alipur Duars-Kumargram railway.	E. B. ...	Alipur Duars to Kumargram	Not ...	3′ 3⅜″ / 2′ 0″	26	18·69	Reconnoitred in 1916. Traffic survey sanctioned in 1920.
Assam-Burma connection railway.	...	(See under Burma) ...	...	...	...	...	
Bagmara-Siju-Jankaray railway.	A. B. ...	Bagmara *via* Siju ... to Jankaray.	Surveyed in 1920.	3′ 3⅜″	23	42·55	
			Not ...	2′ 6″		40·57	
Bishnath railway ...	...	Bishnath steamer Ghat to Tea gardens in Darrang district.	Not ...	2′ 0″	32	9·26	(*a*)
Dibrugarh-Khowang railway	D. S. ...	Dibrugarh to Khowang ...	Surveyed in 1917.	3′ 3⅜″	17	24·50	
Diphu-Miji Ingling railway	A. B. ...	Diphu to Miji Ingling Lime Stone Field.	Surveyed in 1917.	2′ 0″	16	5·03	
Furkating-Badulipara-Amguri railway.	A. B. ...	Furkating to Amguri *via* Badulipara with a branch to Dhansiri river.	Surveyed in 1917-18.	3′ 3⅜″	69	50·74	
Habiganj-Begamkhan railway.	A. B. ...	Shaistaganj to Habiganj ... and Shaistaganj to Begamkhan	Surveyed in 1912.	3′ 3⅜″	16	8·35	(*a*) Estimates revised in 1915.
Karimganj Longai Valley railway.	A. B. ...	Karimganj to Hatikhira with a branch from Baraigram to Dulabchera.	Surveyed in 1916.	3′ 3⅜″	30	17·25	(*a*)
					18	9·31	
Khowang-Lakwa or Amguri railway.	D. S. ...	Khowang to Lakwa or alternative to Amguri *via* Sibsagar.	Not ...	3′ 3⅜″	19	20·81	Reconnoitred in 1917.
					41	40·15	2nd alternative preferred by Assam Government.
Nalbari-Tangla railway ...	E. B. ...	Nalbari to Tangla (direct alignment).	Not ...	3′ 3⅜″	50	41·74	Reconnaissance made.
		Pathsala to Tangla (alternative alignment.)	...		60	48·45	
Pandu-Shillong railway ...	E. B. ...	Pandu to Shillong ...	Surveyed in 1918-19	2′ 6″	66	67·50	(*a*)
Singri-Orung tramway ...		Singri to Orung ...	Surveyed in 1919.	2′ 6″	15	6·21	New project.
Sorupeta-Barpeta railway	E.B. ...	Sorupeta to Barpeta ...	Not ...	3′ 3⅜″	12	6·22	Reconnoitred in 1917.
Srimangal-Manumukh railway.	A. B. ...	†Srimangal to Maulvi Bazar and Maulvi Bazar to Manumukh	Surveyed in 1912.	3′ 3⅜″	23	10·73	(*a*) Estimates revised in 1915
Sylhet-Dwara and connected railways.	A. B. ...	(1) Sylhet to Dwara with branch from Madhukoni to Chattak.	Surveyed in 1916.	3′ 3⅜″	28	16·68	(*a*)
	A. B. ...	(2) Madhupur to Ishamati	Not ...	3′ 3⅜″	14	29·85	Preliminary survey made in 1917.
		(3) Tarapunji to Therria ghat.	Not ...	3′ 3⅜″	5	4·93	
		(4) Ishamati to Mawlong coal siding.	Not ...	2′ 6″	3	2·21	
		(5) Ishamati to Therria ...	Not ...	3′ 3⅜″	6	...	
	A.B. ...	(6) Sylhet to Therria Ghat, *via* Madhopur and Tarapunji.	Surveyed in 1917-18.	3′ 3⅜″	33	46·94	(*a*)
		(7) Tarapunji to Ishamati		2′ 6″	2	0·92	
Sylhet-Therria Ghat railway.	A. B. ...	Sylhet to Therria Ghat ...	Surveyed in 1915.	3′ 3⅜″	24	30·76	Alternative to Sylhet-Dwara railway.
Tangla-Borjuli railway ...	E. B. ...	Tangla to Borjuli ... or	Surveyed in 1905-06.	3′ 3⅜″	48	25·40	Estimates revised and brought up to date in 1915.
		Tangla to Rangapara ...		3′ 3⅜″	50	(*b*) 27·84 (*c*) 25·37	
BENGAL.							
Alipur Duars-Kumargram railway.	...	(See under Assam.)	...	...	...	...	
Akhaura-Birendranagar railway.	A. B. ...	Akhaura to Birendranagar	Not ...	3′ 3⅜″	15	6·75	Reconnoitred in 1919.
Badarganj-Mohimaganj railway.	E. B. ...	Badarganj to Mohimaganj or Bonarpara.	Not ...	3′ 3⅜″	48	...	(*a*) Reconnaissance sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) With new girders and rails.
(*c*) With second hand girders and rails.
† Srimangal-Maulvibazar section—cost Rs. 6·76 lakhs.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BENGAL—*contd.*							
Barsoi-Harischandrapur railway.	E. B. ...	Barsoi to Harischandrapur	Not ...	3′ 3⅜″	17	11·58	Reconnoitred in 1916.
Birnagar-Santipur-Krishnagar railway.	E. B. ...	Birnagar to Krishnagar *vid* Santipur with an extension to Bhagirathi river opposite Nabadwip.	Surveyed in 1917-18	5′ 6″	25	17·20	Birnagar-Santipur, section 8 miles, estimated to cost 5·28 lakhs. Further survey of this section taking off from the north of Churni bridge has been sanctioned.
Chandrakona Road-Ghatal railway.	B. N. ...	Chandrakona Road to Ghatal.	Not ...	2′ 6″	...	...	(*a*)
Chittagong-Akyab railway...	A. B. ...	(*i*) Chittagong to Chakaria	Surveyed in 1917-19.	3′ 3⅜″	57	103·64	
		(*ii*) Chakaria to Maungdaw			77	90·92	See "Indo-Burma connection railway."
		(*iii*) Maungdaw to Buthidaung.			10	22·94	
		(*iv*) Buthidaung to Akyab			67	117·22	
Contai Road-Contai railway	B. N. ...	Contai Road to Contai ...	Surveyed in 1913.	2′ 6″	34	(*b*)12·78	(*a*)
			Surveyed in 1916.	5′ 6″	34	26·33	
Dacca District railways ...	E. B. ...	(See under "Mymensingh and Dacca districts railways.")	...	...	...	...	
Eklakhi-Bonarpara railway	E. B. ...	Eklakhi to Bonarpara ...	Not ...	3′ 3⅜″	95	105·92	(*a*) Reconnoitred in 1915.
Faridpur-Bhanga-Barisal railway.	E. B. ...	Faridpur *vid* Bhanga to Barisal.	Not ...	5′ 6″	84		Reconnaissance sanctioned. Faridpur to Bhanga (20 miles) surveyed in 1913-14 and estimated to cost Rs. 26 lakhs.
Ghum-Simana Bustee railway	D. H. ...	Ghum to Simana Bustee ...	Not ...	2′ 0″	10	...	Reconnaissance sanctioned.
Goalundo-Narayanganj extension railway.	E. B. ...	Lakhee Khal Hat (opposite Faridpur) to Munshiganj.	Surveyed in 1898.	3′ 3⅜″	40	58·47	
Hajiganj-Shatnal branch railway.	A. B. ...	Hajiganj to Shatnal ...	Surveyed in 1899.	3′ 3⅜″	24	32·81	
Hooghly Bridge connection railway.	E. I. and E. B.	(*i*) Bridge over the river Hooghly at Bally and approaches (double track).	Surveyed in 1913-14.	5′ 6″	8	112·62	
		(*ii*) Eastern Bengal railway low level northern connection with Hooghly Bridge (single track).		5′ 6″	2	6·86	
Ishurdi-Pabna-Sadhuganj railway.	E. B. ...	Ishurdi to Sadhuganj *vid* Pabna.					
		(1) Direct alignment ...	Surveyed in 1916.	5′ 6″	45	42·99	(*a*)
		(2) Alternative ...		5′ 6″	44	42·67	
				2′ 6″	44	32·00	
Jamalpur-Bakshiganj-Nalitabari railway.	E. B. ...	Jamalpur to Bakshiganj with an extension to Nalitabari.	Surveyed in 1916.	3′ 3⅜″	38	31·69	(*a*)
Jessore-Faridpur Chord railway.	E. B. ...	Jessore to Faridpur ...					
		(*i*) *Vid* Magura ...	Not ...	5′ 6″	58	71·28	Reconnoitred in 1917
		(*ii*) ,, Boalmari ...			58	77·75	
Jessore-Jhenida railway extensions.	J. J. ...	(*i*) Jhenida to Kaliganga	Not	2′ 6″	26	19·29	(*a*) Reconnoitred in 1914.
		(*ii*) Jhenida to Madhumati *vid* Magura.		2′ 6″	34	23·02	
		(*iii*) Jessore to Bagmara *vid* Narail.		2′ 6″	60	65·85	
		(*iv*) Jhenida to Sulkopa ...	Not ...	2′ 6″	11	...	Reconnaissance sanctioned.
Kalimpong Road-Gangtok railway	...	See under "Sikkim" ...	...	...	...	...	
Kandi branch railway ...	E. I. ...	Nerole to Kandi ...	Not ...	2′ 6″	15	12·86	(*a*) Preliminary survey made Alternative to Sainthia Khagraghat railway.
Kandi Extension Railways	E. I. and E. B.	(*i*) Berhampore to Bhairamara.	Not ,,	5′ 6″	47	64·13	Reconnoitred in 1917-18.
		(*ii*) Kandi to Bhairamara...			63	95·79	
		(*iii*) Kandi to Halsa ...			62	93·85	
Kholapota-Baduria Branch of Baraset Basirhat railway	B. B. L. Ry.	Kholapota to Baduria ...	Surveyed in 1918.	2′ 6″	4	(*b*) 1·60	
Khoolna-Dum Dum Chord railway.	E. B. ...	Khoolna to Dum Dum ...	Not ...	5′ 6″	80	...	Reconnaissance sanctioned.
Krishnagar-Jalangi railway	E. B. ...	Krishnagar to Jalangi ...	Surveyed in 1905.	2′ 6″	55	25·53	(*a*) Estimates revised in 191
			Reconnoitred in 1915.	5′ 6″	57	50·00	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Estimate includes flotation charges and interest during construction.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BENGAL—*contd.*							
Kurigram-Ulipur-Chilmari railway.	...	Kurigram to Ulipur ... and Ulipur to Chilmari ...	Surveyed in 1912-13.	3′ 3⅜″	21	11·76	(*a*) Concession granted.
Magra Hat-Kakdwip railway	E. B. ...	Magra-Hat to Kakdwip ...	Not ...	5′ 6″ 2′ 6″	29	27·95 20·18	Further reconnaissance on 5′ 6″ gauge sanctioned.
Magra-Hat-Kulpi-Kharee railway.	E. B. ...	Magra-Hat to Kulpi *vid* Bistupur with a branch from Bistupur to Kharee.	Surveyed in 1916.	5′ 6″ 2′ 6″	29	32·99 19·99	(*a*)
Midnapore District Feeder railway.	B. N. ...	See remarks	Not ...	...	...	...	(*a*) Traffic and reconnaissance surveys of the area included between the Howrah Khargpur and Khargpur-Vishnupur section of the Bengal-Nagpur railway and alignment of the Vishnupur Howrah Chord sanctioned with a view to the framing of proposals for a system of feeder lines for the development of this area.
m ensingh-Bhairab Bazar Railway Extension.	M. B. ...	(*i*) Kishoregunge to Bajitpur.		...	43	32·88	(*a*)
		(*ii*) Atharabari to Goh Bazar.	Surveyed in 1920.	3′ 3⅜″	13	9·80	
		(*iii*) Atharabari to Hossein Pur.			26	17·31	
		(*iv*) Kishoregunge *vid* Karimgunge to Ganeshpur.			13	8·60	
Mymensingh and Dacca Districts railways.	E. B. ...	Mymensingh to Tangail with extensions to Elashin					
		(*i*) Northern route *vid* Nandanpur.			67	66·33	
		(*ii*) Northern route *vid* Gangaer.	Surveyed in 1913-14.	3′ 3⅜″	63	62·57	
		(*iii*) Southern route *vid* Kalihati and Elenga.			61	60·50	
		(*iv*) Southern route *vid* Bala.			59	60·25	
		Tangail to Singhjani ...			47	37·88	
		Tangail to Bausi ...			41	34·88	
		Tangail to Sarisabari ...			32	30·66	
		Tangail to Aricha ...	Not ...	3′ 3⅜″	41	92·21	Reconnoitred in 1915.
		Dacca to Aricha ...			46	88·21	
		Singhjani to Deopara ...			39	32·98	
		Aricha to Munshiganj with branches to Rajbari, etc.	Not ...	5′ 6″	100	104·97	(*a*) Reconnoitred in 1916.
		Tangi to Singhjani (Jamalpur *vid* Tangail) :—					
		(*i*) Tangi to Tangail	Surveyed in 1917-18.	3′ 3⅜″	42	46·81	(*a*)
		(*ii*) Tangail to Singhjani			47	42·55	
Mymensingh-Phulpur-Haloo-aghat railway.	E. B. ...	Mymensingh to Phulpur with an extension to Haloo-aghat.	...	3′ 3⅜″	...	...	(*a*) Surveyed in connection with "Jamalpur-Bakshiganj-Nalitabari railway."
Nabbarn-Satkhira railway...	...	(*i*) Nabharan to Satkhira or	Surveyed in 1914	5′ 6″	26	18·41	
		(*ii*) Bongong to Satkhira			27	22·07	Estimates for (*ii*) revised in 1920.
Nachoul-Rampur Boalia-Gopalpur railway.	E. B. ...	Nachoul to Gopalpur, or	Surveyed in 1913.	5′ 6″	57	83·98	Cost includes conversion to 5′ 6″ gauge of Nachoul-Godageri metre gauge section.
		alternative to Abdalpur	Surveyed in 1914.	5′ 6″	51	77·31	
Naihati-Habra-Satkhira railway.	E. B. ...	Naihati *vid* Habra to Satkhira.	...	5′ 6″	45	...	Reconnaissance sanctioned. Alternative to Nabharan Satkhira railway.
Netrakona-Mohunganj railway.	M. B. R.	Netrakona to Mohunganj	Surveyed in 1916.	3′ 3⅜″	17	14·56	(*a*) Estimate brought up to date in 1920.
Nuxulbari-Panighatta railway.	D. H. E....	Nuxulbari to Panighatta	Not ...	2′ 0″	10	2·64	(*a*) Reconnoitred in 1915.
Panschura-Tamluk railway	B. N. ...	Panschura to Tamluk ...	Not— ...	2′ 0″	14	...	(*a*).
Parbatipur Bonarpara Ry.	E. B. ...	Parbatipur to Bonarpara ...	Surveyed in 1919.	3′ 3⅜″	54	30·50	
Patgram-Mathabhanga railway.	B. D. ...	Patgram to Mathabhanga...	Not ...	3′ 3⅜″	12	...	Survey sanctioned.
Patgram-Mekliganj railway	B. D. ...	Patgram to Mekliganj ...			7	...	
Phulbari-Sumjhia branch railway.	E. B. ...	Phulbari to Sumjhia ...	Surveyed in 1895-1896.	3′ 3⅜″	13	4·42	
Purnea and Dinajpur Districts railways.	...	(See under Bihar and Orissa.)	...	...	...	...	
Raiganj-Eklakhi railway ...	E. B. ...	Raiganj to Eklakhi ...	Not ...	3′ 3⅜″	32	23·85	Reconnoitred in 1917.
Rajapur-Srimuddi railway...	A. B. ...	Rajapur to Srimuddi *vid* Ramchandrapur.	Not ...	3′ 3⅜″	31	26·58	Reconnoitred in 1917. Rajapur—Ramchandrapur section (22 miles) surveyed in 1917-18 will cost Rs. 20·14 lakhs.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of projects. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BENGAL—*concld.*					Miles.	Lakhs of rupees.	
Sainthia-Bhairamara railway	E. I. ...	(*i*) Sainthia to Bhairamara *via* Berhampore, or (*ii*) Sainthia to Bhairamara *vid* Kandi, or (*iii*) Sainthia to Halsa *vid* Kandi.	Not ...	5′ 6″	91 88 87	115·89 120·56 118·62	Reconnoitred in 1917.
Sainthia-Khagraghat railway.	E. I. ...	Sainthia to Khagraghat ...	Not ...	2′ 6″	...	...	(*a*)
Sainthia-Naya Dumka railway	E. I. ...	Sainthia to Naya Dumka ...	Surveyed in 1915-16	2′ 6″	41	31·99	(*a*)
Santahar-Malda railway ...	E. B. ...	Santahar to Malda ...	Surveyed in 1910-12.	3′ 3⅜″	54	53·35	(*a*)
Santahar-Dinajpur railway	E. B. ...	Santahar to Dinajpur ...	Not ...	5′ 6″	60	...	Reconnaissance sanctioned.
Sirajganj-Bogra railway ...	E. B. ...	Sirajganj to Bogra ...	Not ...	5′ 6″ / 3′ 3⅜″	36	...	(*a*) Survey sanctioned.
Sirajganj-Mymensingh railway.	S. S. ...	Sirajganj to Mymensingh	Not ...	...	...	...	Survey of left bank of th Jamuna opposite Sirajgan completed.
Tangi-Tangail Singhjani (Jamalpur) railway.	E. B. ...	See "Mymensingh and Dacca Districts railways."	...	...	...	...	
Udairampur Raipur railway	K. F. ...	Udairampur to Raipur ...	Not ...	2′ 6″	9	...	Reconnaissance sanctioned.
Vishnupur-Calcutta chord railway.	B. N. ...	Vishnupur to Calcutta ...	Surveyed in 1913-14.	5′ 6″	76	181·08	
BIHAR AND ORISSA.							
Bariarpur-Jamoocee railway	E. I. ...	(*i*) Bariarpur to Gaighat and	Not ...	5′ 6″ / 2′ 6″	18	12·04 / 9·47	Reconnoitred in 1915.
		(*ii*) Gaighat to Jamoocee ...		5′ 6″ / 2′ 6″	18	13·64 / 8·81	
Barsoi-Harischandrapur railway.	...	(See under Bengal) ...	...	...	...	...	
Bausi-Baidyanath railway ...	E. I. ...	Bausi to Baidyanath ...	Surveyed in 1899.	5′ 6″	44	32·35	
Bechupur-Ramgarh-Bokharo Coalfield railway.	O. & R. ...	Bechupur (Moghal sarai) to Leiyo.	Surveyed in 1910.	5′ 6″	269	361·64	
Bhadrak-Chandballi railway	B. N. ...	Bhadrak to Chandballi ...	Surveyed in 1915.	5′ 6″	29	25·55	
Bhagalpur-Nalhati (or Ahmadpur) railway.	E. I. ...	Bhagalpur to Nalhati ... or Bhagalpur to Ahmadpur ...	Surveyed in 1895-1896.	5′ 6″	...	...	Bhagalpur to Bausi opened o 1st October 1911.
Bhojudih-Daltonganj railway	B. N. ...	Bhojudih to Daltonganj ...	Surveyed in 1889-1890 and 1897-1898.	5′ 6″	171	168·00	
Bokharo and Ramgarh Coalfield railway.	B. N. ...	Mohuda to a point on the left bank of the Chootya Nala.	Surveyed in 1908-1909.	5′ 6″	42	50·02	Section from Mohuda to Berm (flag station) 22 mile opened, and Bermo to Duney about 19 miles sanctioned fo construction.
Daltonganj-Hotur railway...	E. I. ...	Daltonganj to Hotur ...	Not ...	5′ 6″	...	...	New project. Survey sanctioned
Daltonganj-Jubblepore railway.	E. I. ...	Daltonganj to a point near Katni.	Not ...	5′ 6″	...	...	New project Reconnaissanc sanctioned.
Dinajpur and Purnea Districts railways.	...	See under "Purnea and Dinajpur District railways"	...	...	...	...	
Gorakhpur and Champaran Districts railways.	...	(See under United Provinces)	...	...	...	...	
Gya-Makbalpur-Jehanabad railway.	E. I. ...	Gya to Jehanabad *vid* Makbalpur with a branch from Mau to Daudnagar.	Not ...	2′ 6″	61 26	... ...	(*a*)
Gya-Sherghatty railway ...	E. I. ...	Gya to Sherghatty ...	Surveyed in 1912.	5′ 6″	22	(*b*)12·80	(*a*)
Hazaribagh Road-Hazaribagh railway.	E. I. ...	Hazaribagh Road to Hazaribagh.	Surveyed in 1914.	2′ 6″	41	14·58	(*a*)
Hesla-Manharpur railway...	B. N. ...	Hesla to Manharpur ...	Not ...	5′ 6″	170	...	Survey sanctioned.
Isri-Parasnath railway ...	E. I. ...	Isri to Madhuban ...	Not ...	2′ 6″	12	3·77	Reconnoitred.
Jagatpur-Kendrapara railway.	B. N.	Jagatpur to Kendrapara ...	Surveyed in 1917.	2′ 6″	33	15·53	(*a*)
Kolhan and Keonjhar railway.	B. N. ...	(*i*) Amda *vid* Chaibasa to a point in the neighbourhood of Jamda with a branch	Surveyed in 1918-19.	5′ 6″	68	73·17	Construction of (*i*) sanctioned
		(*ii*) from Maluka on (i) to Jaitagarh.			7	6·25	
		(*iii*) Best alignment to serve (the iron ore deposits to the south of Jamda, with the town of Keonjhur as a final objective.	Not ...	5′ 6″	...	...	Reconnaissance sanctioned.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Cost on 2′ 6″ gauge, excluding land, is Rs. 10·32 lakhs.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of projects. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
BIHAR & ORISSA— *contd.*					Miles.	Lakhs of rupees.	
Laheriasarai Singhia Shakarpura extension.	B. & N.W.	Laheriasarai to Shakarpura	Not ...	3′ 3⅜″	...	...	
Lohardaga extension railway.	B.N. ...	Lohardaga to Venkatnagar.	Not	5′ 6″	232	308·73	Reconnoitred in 1915.
		With a branch from Patua to Donganara.	Not	5′ 6″	103	173·13	
Lohardaga-Netarhaut railway.	B. N. ...	Lohardaga to Netarhaut ...	Surveyed in 1917-18.	2′ 6″	33	16·39	
Lohardaga-Palkote extension railway.	B. N. ...	Lohardaga to Palkote ...	Not ...	2′ 6″	45	...	
Manharpur Coalfield railway		See "Hesla-Manharpur railway".					
Muzaffarpur-Darbhanga chord railway.	B. & N. W.	Muzaffarpur to Darbhanga	Surveyed in 1906-1907.	3′ 3⅜″	38	32·70	
Purnea and Dinajpur Districts railways.	E. B. ...	(i) Kasba to Kissengunge with branch from Kutti to Sikti.	Not ...	3′ 3⅜″	33 44	31·69 30·97	Reconnaissance made in 1914.
		(ii) Arariya to Thakurgunge with branch from Joki to Sikti.			49 22	39·05 14·00	
		(iii) Arariya to Sikti and Garbandanga.			44	35·89	
	D. H. ...	(iv) Thakurgunge to Sikti	Surveyed in 1915.	3′ 3⅜″	49	36·90	(a) In substitution of Kutti-Sikti and (ii) and (vi).
	E. B. ...			2′ 0″	49	27·80	
	D. H. ...	Thakurganj to Bahadarganj and *vid* Joki Hat and Arariya to Itahura (near Arariya Road).	Not ...	2′ 0″	54	24·30	Reconnoitred.
		Itahura to Kamalpur and Kursela.			58	21·30	
		Branches—					
		(i) Bahadarganj North to Gardhandanga.			16	5·60	
		(ii) Joki Hat to Kauri (Sikti).			22	8·80	
		(iii) Chahatpur to Kalpin Bebeganj (Phulbari on map).			11	3·85	
		(iv) Pothimar Jagir to Kissenganj.			13	5·55	
		Alternatives to the above—					
		(i) Kursela to Kasba *vid* Sarsi.			49	21·40	
		(ii) Kasba to Kissenganj			36	18·00	
		(iii) Branch to Bahadarganj Tulsia to near Garbandhanga			24	8·40	
		(iv) Branch from near Kasbir Amur to Kuari.			33	13·20	
	D. H. Ry. Extension.	Kissengunge to Siliguri *vid* Titalia.	Surveyed in 1918.		56	49·55	Including cost of conversion of Kissengunge-Islampur section from 2 ft. to metre gauge.
		Titalia to Jalpaiguri. ...	,,		25	20·51	
		Alternative to the above.					
		Ramgunge to Jalpaiguri ...	Not ...		31	24·39	Preliminary survey made in 1918.
		Islampur to Dinajpur *vid* Lahiree Hat-Nischintpur and Birgunge.	,,		61	40·27	Do.
		Alternative to the above.					
		Islampur to Dinajpur *vid* Lahiree Hat Nekunurd Pirgunge and Bochagunge.	Surveyed in 1920.	3′ 3⅜″	58	40·47	
		Alternative to the above					
		Islampur to Radhikapur *vid* Lahiree Hat Nekunurd and Pirgunge.	Not ...		51	31·87	Preliminary survey made in 1918.
		Lahiree Hat to Haldibari ...	,,		36	27·66	
		Kissengunge to Nekunurd	Surveyed in 1920.		23	14·01	
		Pirgunge to Pochagarh *vi* Thakurgaon.			39	24·78	
		Hariharpur to Atwari ...			19	9·44	
Purneah-Kissenganj railway	E. B. and D. H. Extension.	Purneah to Kissenganj ...	Not ...	3′ 3⅜″	36	...	Preliminary survey sanctioned.
Sainthia-Naya Dumka railway.	...	(See under Bengal) ...	...	...	...	...	
Sambalpur-Khurda railway	B. N. ...	Sambalpur to Khurda ...	Surveyed in 1891-1892.	5′ 6″	190	237·00	
Sointilla-Sonpur branch railway.	B. N. ...	Sointilla to Sonpur ...	Surveyed in 1897-1898.	5′ 6″	48	30·62	To connect Raipur-Vizianagram with Sambalpur Khurda.

(a) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of projects. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BIHAR & ORISSA— *concld.*							
South Karanpura Coalfield railway.	B. N. ...	Duneya to South Karanpura Coalfield *via* Hesla.	Surveyed in 1918-19.	5′ 6″	22	32·32	Estimates being revised.
Talchir Coalfield railway ...	B. N. ...	Cuttack to Talchir ...	Not ...	5′ 6″	65	...	(*a*) New project. Question of gauge under consideration.
Tewaraha-Sitamarhi branch railway.	B. & N. W.	Tewaraha to Sitamarhi ...	Surveyed in 1906-07.	3′ 3⅜″	30	16·53	Tewaraha is at mile 19 on projected Muzaffarpur-Darbhanga chord railway.
Thakurgaon-Purnea railway	E. B. ...	Thakurgaon to Purnea ...	Not ...	3′ 3⅜″	...	...	
Tilothoo-Sassaram railway	E. I. ...	Tilothoo to Sassaram ...	Not ...	2′ 6″	12	...	(*a*)
Vyas Sarovar-Jajpur railway	B. N. ...	Vyas Sarovar to Jajpur ...	Not ...	2′ 6″	17	...	
BOMBAY							
Ahmadnagar and Nasik District railway.	G. I. P. ...	(*i*) Nasik city to Belapur.	...	2′ 6″ 3′ 3⅜″ 5′ 6″	77	41·95 49·41 45·85	(*a*) Reconnoitred in 1916.
		With a branch from Wavee to Sangamner.	Not ...	2′ 6″ 3′ 3⅜″ 5′ 6″	17	8·63 9·98 9·26*	
		(*ii*) Belapur to Sheogaon.		2′ 6″ 3′ 3⅜″ 5′ 6″	45	21·29 26·14 26·01	Commencement of earthwork sanctioned as a measure of famine relief.
Ahmedabad-Kapadvanj railway.	B. P. ...	See remarks	...	...	...	...	Survey of the area between Kapadvanj-Dasalwad section of the Nadiad-Kapadvanj railway on the one side and Ahmedabad-Naroda section of the Ahmedabad-Parantij railway on the other sanctioned.
Ambaji-Taranga railway ...	B. B. & C. I.	From Varetha to Sankar Mauli Ambaji.	Surveyed in 1910-12.	2′ 6″	32	22·20	Construction of the first 18 miles to Samia by a private company sanctioned in 1911. Estimated cost revised in 1914.
Andheri tramway ...	B. B. & C. I.	Andheri to Vesava ...	Surveyed	3′ 3⅜″	3	1·11	
Bagalkot-Hungund branch railway.	M. & S. M.	Bagalkot to Hungund ...	Surveyed in 1900.	5′ 3⅜″	31	24·42	
Baramati-Baura railway ...	D. B. ...	Baramati to Baura ...	Surveyed in 1918.	2′ 6″	36	18·77	
Baramati-Pandhara railway	D. B. ...	Baramati to Malegaon and thence to Pandhara.	Not ...	2′ 6″	7	...	Detailed survey sanctioned.
Bassein-Agashi-Virar railway	B. B. & C. I.	Bassein Road Station through Bassein Town and Agashi to Virar, with a branch to Bassein Bundar or alternatively from Bassein Road Station through Bassein Town to Virar with branches to Bassein Bundar and Agashi.	Surveyed in 1916.	2′ 6″	17 16	8·69 8·15	(*a*)
Belgaum-Saundatti-Hubli railway.	M. & S. M.	Belgaum to Hubli, *vid* Saundatti and Alagwadi or *vid* Saundatti and Nargund.	Surveyed in 1913-14.	3′ 3⅜″	87 91	50·12 52·81	
Bijapur-Talikote railway ...	M. & S. M.	Bijapur to Talikote *vid* Hipparji *or alternative vid* Begavadi.	Not ...	3′ 3⅜″	60 46	27·00 21·00	(*a*)
Bilimora-Kalamba railway extensions.	B. B. & C. I.	(*i*) Bilimora to Bilimora Bunder.	Not ...	2′ 6″	1	...	New project. Proposed by Baroda Durbar.
		(*ii*) Kalamba to Jherria ...	Not ...	2′ 6″	3	...	
Bombay-Sind Connection railway.	B. B. & C. I. B. & N. W.	Viramgam or other point on Bombay, Baroda and Central India Railway to a point on North Western or Jodhpur-Bikaner Railway.	Not ...	5′ 6″	...	...	
Bulsar-Vahial railway ...	B. B. & C. I.	Bulsar to Vahial *vid* Dharmpur.	Surveyed in 1912-14.	2′ 6″	24	9·50	(*a*)
Chinchli (Kudchi)-Bagalkot railway.	M. & S. M.	Chinchli or Kudchi to Bagalkot, *vid* Jamkhandi.	Surveyed in 1911-12.	3′ 3⅜″	75	49·73*	52 miles will be in Indian States.
Chinchwad-Narayangaon railway.	G. I. P. ...	Chinchwad to Narayangaon	Not ...	5′ 6″	38	...	Alternative to Talegaon-Manchar railway.
Chota Udaipur-Kuksi railway	B. B. & C. I.	Chota Udaipur to Kuksi ...	Not ...	2′ 6″	57	22·23	Reconnoitred in 1906 as part of Bodeli-Barwaha railway.
Dandeli-Kirawati railway ...	M. & S. M.	(*i*) Dandeli to Bhagvathi...	Surveyed in 1919-20.	3′ 3⅜″	12	5·67	New project. Will be extensions of Alanwar-Dandeli railway.
		(*ii*) Bhagvathi to Kirwati...			11	5·93	
Dassalwada-Bahiel railway	N. K. ...	Dassalwada (on Nadiad-Kapadvanj railway) to Bahiel *vid* Atersumba.	Not ...	2′ 6″	12	...	
Dhrangadhra State railway extension.	...	Halwad to Malia ...	Not ...	3′ 3⅜″	27	17·66	Reconnoitred in 1919.
Deesa-Tharad railway ...	B. B. & C. I.	Deesa to Tharad with branches.	Surveyed in 1900.	3′ 3⅜″	101	28·66	(*a*) Extension of Palanpur-Deesa railway.
		(*i*) Diodar to Radhanpur ...					Deesa-Diodar section (28 miles) costs 7·98 lakhs and Diodar-Tharad section (33 miles) costs 9·44 lakhs.
		(*ii*) Abasana to Suigam ...					

(*a*) Proposals for construction under Branch-Line Terms have been received from private promoters.
*With second-hand bridge and permanent-way materials.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*contd.*							
Dhond-Baramati Extensions railway.		See "Baramati-Baura" and "Baramati-Pandhera" Railways.	...	...	...	...	
Dhulia-Amalner branch railway.	G. I. P. ...	Dhulia to Amalner ...	Surveyed in 1892-93.	5′ 6″	20	20·00	
Gadag-Yalvigi railway ...	M. & S. M.	Gadag to Yalvigi ...	Surveyed in 1905-06.	3′ 3⅜″	34	18·75	
Guzerat Feeder railways ...	B.B.&C.I.	1. Amod to Palej ... 2. Bardoli to Kadod ... 3. Barejedi to Rardhu *viâ* Bareja Naika. 4. Bhalaj to Ahima *viâ* Od Sili. 5. Boriavi to Pansora *viâ* Chakalasi Wansol. 6. Boriavi to Wadtal ... 7. Broach to Luoara *viâ* Samui Dehej. 8. Bulsar to South Dange *viâ* Khergam. 9. Dharampur to Mandwa 10. Dohad to Ali-Rajpur ... 11. Dohad to Jhalod ... 12. Dohad to Kundanpur ... 13. Halol to Bahadurpur *viâ* Goraj. 14. Jhalud to Kushalgarh... 15. Kaira to Mahuda *viâ* Mehmedabad. 16. Kala-Amba to Waghai 17. Kim to Mandwi ... 18. Nadiad to Chunel *viâ* Salun Moholel. 19. Pardi to Ghiwal ... 20. Sayan to Bhagwa *viâ* Olpad. 21. Shivrajpur to Bodeli ... 22. Umreth to Sandalpur *viâ* Bechri Sureli. 23. Vasad to Khambolaj *viâ* Saresa.	Not ...	2′ 6″	...	...	Reconnoitred in 1920.
Harij-Khakhal railway ...	G. Mehsana	Harij to Khakhal ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar.
Haveri-Havanur ...	M. & S. M.	Haveri to Havanur ... *Alternative.*	Surveyed in 1917.	3′ 3⅜″ 2′ 6″	21	13·53 12·76	
		Karajgi to Havanur ...	Not ...	3′ 3⅜″	21	13·92	Reconnoitred in 1917.
Harij-Radhanpur railway ...	G. Mehsana	Harij to Sami ... and Sami to Radhanpur ...	Not ...	3′ 3⅜″ 5′ 6″	...	...	Proposed by Baroda Durbar.
Hubli-Sirsi railway ...	M. & S. M.	Hubli to Sirsi *viâ* Kalghatgi and Mundgad ...	Not ...	3′ 3⅜″ 2′ 6″	68	40·43 36·94	(*a*) Reconnoitred in 1917-18.
Indore-Dohad railway ...	...	(See under Central India)...	...	...	...	...	
Jhagadia-Dedipada railway	Rajpipla.	Jhagadhi to Dedipada *viâ* Thava.	Not ...	2′ 6″	27	...	New project. Proposed by Rajpipla Durbar.
Jambusar Kavi railway ...	B. B. and C. I.	Jambusar to Kavi ...	Not ...	2′ 6″	17	...	Traffic investigation carried out in 1920.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*contd.*							
Jamnagar-Dwarka extension railway.	J. N. ...	(*i*) Jamnagar to Dwarka, (Kuranga) with a branch to Salaya from Khambhaliya	Resurveyed in 1919.	3′ 3⅜″	66 9	51·15	Proposed by the Navanagar Durbar.
		(*ii*) Khambhaliya to Wansjalia with a quarry siding from Bhanwad to Ranpur.	Not ...	3′ 3⅜″	35 8	28·42	Preliminary Survey made in 1919.
Jamwala-Velan railway ...	J. N. D.	Jamwala to Velan *vid* Kodinar.	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar. Survey sanctioned.
Jeur (or Poplaj)-Kharda railway.	G. I. P. ...	Jeur (or Poplaj) to Kharda	Not ...	2′ 6″	40	...	(*a*)
Jhansi-Manmad railway ...	...	See under Central India.	...	...	...	...	
Junagad railways ...	J. N. D....	(*i*) Talala to Visvadar *vid* Sasan. (*ii*) Una to Timbi ... (*iii*) Una to Nava Bandar	Not ...	3′ 3⅜″	...	...	Proposed by Junagad Durbar. Survey sanctioned.
Kalol-Viramgam railway ...	B.B. & C.I.	Kalol to Viramgam ...	Not ...	3′ 3⅜″	29	...	Proposed by Baroda Durbar, but abandoned for the present.
Kalyan-Belapur-Panvel-Karjat Light railway.*	G. I. P. ...	(*i*) Kalyan to Karjat *vid* Taloja and Chowk.	Surveyed in 1907-08.	2′ 0″ 2′ 6″	40	15·22 16·17	(*a*)
		with Taloja-Sarsola branch *vid* Belapur.		2′ 0″ 2′ 6″	9	2·57 2·79	
		Chowk to Nagothna extension.	Not ...	2′ 0″ 2′ 6″	37	12·33	Reconnoitred in 1907-08.
		(*ii*) Diva station to Panvel with branch from Taloja to Belapur.	Surveyed in 1915-16.	2′ 6″ 5′ 6″	21	20·20 19·47*	(*a*) Preferred to (*i*).
		(*iii*) a point near Thana Bridge Station to Belapur.	Not ...	2′ 6″	...	...	New project. Reconnaissance sanctioned.
Kapadvanj-Modassa railway	N. K. ...	Kapadvanj to Modassa *vid* Baad.	Surveyed in 1912-13.	2′ 6″	40	14·74	(*a*) Concession granted.
Karad-Chiplun-Ulva railway	M. & S. M.	Karad to Ulva *vid* Chiplun	Not ...	3′ 3⅜″	202	...	Survey sanctioned in 1919.
Khadro-Pritamabad extension.	M. K. K.	Khadro to Pritamabad ...	Surveyed in 1915.	3′ 3⅜″	5	1·17	(*a*) Postponed indefinitely.
Khijadia-Dhari railway extension.	K. D. ...	Dhari to Visvadar ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar. Survey sanctioned.
Koregaon-Satara railway ...	M. & S.M.	Koregaon to Satara ...	Surveyed in 1911 and again in 1917.	3′ 3⅜″	12	9·41	
Kunkavao-Bigasara railway	G. P. ...	Kunkavao to Bigasara ...	Not ...	...	...	...	Proposed by Gondal Durbar.
Kurla-Trombay railway ...	G. I. P. ...	Kurla to Trombay ...	Surveyed in 1907-08.	5′ 6″	5	6·07	Project deferred for the present.
Lower Sind branches ...	N. W. ...	(*i*) Badin to Jungshahi ...	Surveyed in 1902.	5′ 6″	70	37·42	
		(*ii*) Tando Muhammad Khan to Mirpur Buttora.			33	17·19	
Lunavada-Sunth Rampur railway.	G. I. ...	Lunavada to Sunth Rampur.	Surveyed in 1913.	2′ 6″	22	8·87	(*a*) Concession granted.
Manmad-Malegaon railway	G. I. P. ...	Manmad to Malegaon with an extension to Satara.	Surveyed in 1913.	2′ 6″	21	13·20	(*a*)
Meghraj Dungarpur railway Modassa-Dungarpur railway	...	(See under Rajputana) ...	...	...	...	...	
Modassa-Meghraj railway...	N. K. ...	Modassa to Meghraj ...	Surveyed in 1916.	2′ 6″	15	5·23	(*a*)
Moha (Mahuva)-Bardoli railway.	B.B. & C.I.	Moha (Mohuva) to Bardoli	Not ...	2′ 6″	...	...	Proposed by Baroda Durbar.
Mumbra-Panvel-Belapur railway.	...	(See under "Kalyan-Belapur-Panvel-Karjat Light railway.")	...	...	...	...	
Nadiad-Kaira railway ...	B. B. & C. I.	Nadiad to Kaira, *vid* Piej, Vasu and Matar.	Surveyed in 1913-14.	2′ 6″	17	8·05	(*a*) Portion from Vasu to Piej constructed. Earthwork sanctioned as a measure of famine relief.
Nevasa-Nasik railway ...	...	(See "Ahmednagar and Nasik District railway.")	...	...	...	...	
Nipani branch railway ...	M. & S. M.	(*i*) Chinchli route ... (*ii*) Raibag route ...	Surveyed in 1912-13.	3′ 3⅜″	35 32	22·96 22·09	(*a*)
		(*iii*) Shirol Road route ...	Do.		35	25·71	
		(*iv*) Raibag (direct) route...	Reconnoitred in 1915.	3′ 3⅜″	31	20·12	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
* With second-hand permanent-way materials.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BOMBAY—*concld.*							
Pandharpur-Lonand railway	B. L. ...	Pandharpur to Lonand ...	Surveyed in 1917.	2′ 6″	33	59·57	Concession to Barsi Light railway granted.
Pandharpur-Miraj extension railway.	B. L. ...	Pandharpur town to Miraj	Surveyed in 1908.	2′ 6″	33	...	Concession to Barsi Light railway granted. Resurvey sanctioned.
Parola-Sukheda railway ...	G. I. P. ...	Parola to Sukheda *vid* Amalner.	Not ...	5′ 6″	28	...	(*a*)
Patanwala Branch of Gondal Porbandar railway.	G. P. ...	Jam Jodhpur to Patanwal...	Not ...	...	...	...	Proposed by Gondal Durbar.
Pimpri-Jamkhed railway ...	G. I. P. ...	Pimpri to Jamkhed and on to Kharda.	Not ...	2′ 6″	60	...	(*a*) Alternative to Jeur (Poplaj) Kharda railway.
Secunderabad-Gadag railway	...	(See under Hyderabad) ...	...	...	...	...	
Sidsar Patan railway ...	Gondal ...	Sidsar to Patan ...	Not ...	3′ 3⅜″	...	...	Proposed by Gondal Durbar. Survey sanctioned.
Sorghad-Vajpur railway ...	T. V. ...	Songhad to Vajpur ...	Not ...	2′ 6″	...	...	Proposed by Baroda Durbar.
Talegaon-Manchar railway	G. I. P. ...	(*i*) Talegaon to Khed ...	Surveyed in 1912, resurveyed in 1913.	2′ 6″	22	17·58	(*a*)
		(*ii*) Khed to Manchar ...	Not ...	...	8	...	
Thasra-Virpur railway ...	B. B. & C. I.	Thasra to Virpur *vid* Balasinor.	Surveyed in 1913-14.	2′ 6″	34	12·99	(*a*)
Vambori-Sheogaon railway	G. I. P. ...	Vambori to Sheogaon ...	Surveyed in 1914.	2′ 6″	42	19·81	(*a*)
Vasad-Katana railway ...	B. B. & C. I.	Vasad to Katana *vid* Anklao Borsad, Bochasan, Virsad and Ras.	Surveyed in 1917.	5′ 6″	26	19·09	Proposed by the Government of Bombay.
Veraval-Sasan tramway ...	J. U. ...	Veraval to Sasan ...	Not ...	3′ 3⅜″	26	...	Proposed by Junagad Durbar.
Vijapur-Chhara railway ...	B. B. & C. I.	Vijapur to Chhara ...	Not ...	3′ 3⅜″	...	...	Proposed by Baroda Durbar as extension of their Kalol-Vijapur railway. Construction of the line as far as Ransipur (14 miles) sanctioned.
Viramgam-Radhanpur railway.	B. B. & C. I.	Viramgam to Sami and	Surveyed in 1907-09.	5′ 6″	45	59·40	(*a*) Estimates revised in 1917.
		Sami to Radhanpur ...			13	43·64	
BURMA.							
Aungban-Heho railway ...	B. ...	Aungban to Heho ...	Surveyed in 1910.	3′ 3⅜″	18	16·27	Estimate revised in 1915. This is an extension of the Southern Shan States railway.
Bhamo-Momein (Tengyueh) railway.	B. ...	Bhamo to Momein ...	Not ...	2′ 6″	122	127·52	Reconnoitred in 1905-06.
Indo-Burma connection railway.	A. B. & B. ...	(*i*) Chittagong-Akyab-Minbla. (Aeng Pass route.)	Surveyed in 1894-95.	3′ 3⅜″	450	700·00	(*i*) Chittagong-Akyab section resurveyed. See under "Bengal."
		(*ii*) Lumding-Manipur-Tammu-Yuwo-Kyathin (Manipur route.)			335	650·00	
		(*iii*) Makum to Mogaung ... (Hukong valley route.)			284	333·00	Preliminary survey of the Hukong Valley route sanctioned.
		(*iv*) Chittagong-Taungup-Prome.	Surveyed in 1908-09.		490	841·94	
		(*v*) Chittagong-Pyinmana...	Surveyed in 1914-15.	3′ 3⅜″	598	923·08	(*a*) Including 132 miles of ferry. Reconnoitred in 1914-15. See "Pyinmana-Magwe railway."
Kyaikthin-Yindaik railway	B. ...	Kyaikthin to Yindaik ...	Not ...	3′ 3⅜″	20	...	New project. Survey sanctioned.
Kyangin-Petye railway ...	B. ...	Kyangin to Petye ...	Surveyed in 1908-Resurveyed in 1916.	3′ 3⅜″	8	4·79 2·77*	(*a*)
Lower Burma railway ...	B. ...	(*i*) Ye to Tavoy and to steamer anchorage.	Not ...	3′ 3⅜″	125	72·03	Reconnoitred in 1912.
		(*ii*) Tavoy to Anya, *vid* Myitta.			137	72·03	
		(*iii*) Moulmein to Three Pagodas.			108	59·02	
		(*iv*) Ye to Three Pagodas...			54	58·51	
		(*v*) Moulmein to Amherst	Not ...	2′ 6″	56	21·98	Reconnoitred in 1913.
		(*vi*) Moulmein to Chaungwabyin.			235	93·91	
		(*vii*) Chaungwabyin to Mergui			161	64·46	
		(*viii*) Mergui to Karathuri			139	111·81	
		(*ix*) Karathuri to Victoria Point.			89	47·54	
Madouk-Nyaunglebin-Pado railway.	B. ...	Madouk to Nyaunglebin ... and	Surveyed in 1908-10.	3′ 3⅜″	10	5·40	(*a*)
		Nyaunglebin to Pado ...			13	6·27	
Moulmein-Myawaddy railway	B. ...	Battery point, north of Moulmein, to Myawaddy.	Surveyed in 1907.	3′ 3⅜″	78	100·19	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
* Cost of the line if built alongside the road.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
BURMA.—*concld.*							
Pegu-Syriam railway ...	B. ...	Pegu to Syriam ...	Surveyed in 1904-1905.	3′ 3⅜″	67	53·30	
Pyinmana-Magwe railway...	B. ...	Pyiwin to Taungdwingyi... and Taungdwingyi to Magwe	Surveyed in 1907-1908.	3′ 3⅜″	67	69·63	Proposed in 1905 as a famine relief work. The section up to Taungdwingyi sanctioned for construction.
			Resurveyed in 1918.		51	60·65	
Pyinyaung-Mimpolaung railway.	B. ...	Pyinyaung-to Mimpolaung.	Not ...	3′ 3⅜″	13	...	(*a*) New project. To serve coal mines.
Sakantra-Namtung railway.	B. ...	Sakantra to Namtung ...	Not ...	3′ 3⅜″	14	...	(*a*) New project. To serve coal mines.
Shwebo-Thabeitkyin railway	B. ...	Shwebo to Thabeitkyin *vid* Letkobin.	Surveyed in 1899.	3′ 3⅜″	30	14·43	Projected to tap Kabwe collieries and ruby mine district. Collieries served by first section to Letkobin (23 miles). Cost 9·94 lakhs.
Shwebo-Yeu railway ...	B. ...	Shwebo to Yeu ...	Surveyed in 1907.	3′ 3⅜″	22	...	Projected to serve country to be irrigated by Shwebo and Yeu canals.
Ta Hapalai-Namtu railway	B. ...	Ta Hapalai (on Lashio Branch) to Namtu.	Surveyed in 1919.	3′ 3⅜″	36	*68·03	Proposed by Burma corporation.
CENTRAL INDIA.							
Barwaha-Bodeli railway ...	B. B. & C. I.	Barwaha to Bodeli ...	Surveyed in 1906.	2′ 6″	163	61·15	Construction of Bodeli-Chhota Udaipur section (24 miles) sanctioned, and of Chhota-Udaipur-Kuksi section under consideration.
Bir-Bhopal railway ...	G. I. P. ...	Bir to Bhopal ...	Re-surveyed in 1912-13.	5′ 6″	107	276·78	Estimate is for double line without rolling-stock. Proposed as alternative to doubling the Itarsi-Bhopal section, shortening through mileage.
Chhatarpur-Rajgarh railway	G. I. P. ...	Chhatarpur to Rajgarh ...	Not ...	2′ 6″	24	...	Reconnaissance sanctioned.
Chhatarpur-Bijawar railway	G. I. P. ...	Chhatarpur to Bijawar ...	Not ...	2′ 6″	20	...	
Daltonganj-Jubblepur railway.	...	(See under Bihar and Orissa)	...	...	...	...	
Damoh-Amanganj railway ...	...	(See under C. P.) ...	...	...	...	...	
Garotha-Mau-Ranipur-Madaura-Tehri-Lalitpur railways.	G. I. P. ...	(i) Mau-Ranipur north to Gursarai.	Not ...	2′ 6″	28	13·89	Reconnoitred.
		(ii) Mau-Ranipur south to Lalitpur *vid* Mahroni.			84	40·44	
		(iii) Mahroni to Madaura Branch.			14	7·02	
		Alternatives (iv) Mau-Ranipur north to Garotha.			23	12·56	
		(v) Mau-Ranipur south to Lalitpur *vid* Banpur and Mahroni.			86	43·01	
Godhra-Kuksi railway ...	B. B. & C. I.	Godhra to Kuksi *via* Baria	Not ...	2′ 6″	97	...	Proposed by Baria Durbar.
Indore Broad Gauge connection railway.	G. I. P. ...	Indore to a point on the Bhopal-Ujjain section of G. I. P. Railway.	Not ...	5′ 6″	42	...	New project. Proposed by Indore Darbar. Survey sanctioned. Will form part of Jhansi-Manmad Railway.
Indore-Dhar railway ...	B. B. & C. I.	Indore to Dhar ...	Not ...	3′ 3⅜″	40	...	(*a*) Forms part of Indore-Dohad railway.
Indore-Dhulia railway ...	G. I. P. & B. B. & C. I.	Indore to Dhulia *vid* Mhow Manpur and Sendhwa.	Not ..	5′ 6″	163	...	Proposed by Indore Durbar in preference to Indore-Dohad railway.
Indore-Dohad railway ...	B. B. & C. I	Indore to Dohad or Anas...	Not ...	5′ 6″	120	...	
Jhansi-Manmad railway ...	G. I. P.	Jhansi to Manmad *via* Biaora, Indore, Mhow, Khalghat and Sundura.	Not ...	5′ 6″	464	...	
Khandwa-Barwani railway	G. I. P. ...	Khandwa to Barwani ...	Not ...	2′ 6″	100	...	Proposed by Indore Durbar.
Mhow-Barnagar Railway ...	B. B. and C. I.	(i) Mhow to Sirdarpur, and	Not...	3′ 3⅜″	...	...	Proposed by Gwalior-Durbar. Survey sanctioned.
		(ii) Sirdarpur to Barnagar.		2′ 6″	...	...	
Mirzapur-Maihar chord railway.	...	(See under United Provinces.)	...	...	...	...	
Neemuch-Pachpahar-Chhabra railway.	G. I. P. & B. B. & C. I.	(i) Neemuch to Pachpahar	Not ...	3′ 3⅜″	61	42·38	Proposed by Jhalawar Durbar.
		(ii) Pachpahar to Jhalarpatan.		5′ 6″	26	26·52	Reconnoitred in 1919-20. Pachpahar-Jhalarpatan section is alternative to Kotah Durbar's Srichhatarpur-Jhalarpatan-Arnia section.
		(iii) Jhalarpatan to Chhabra.		5′ 6″	60	63·36	
		Feeder Railways— (i) Baran to Etawah ...	Not ...	2′ 6″	30	12·99	
		(ii) Baran to Aklera with a branch to Sangod.			62	30·38	
		(iii) Aklera to Manohar Thana.			19	9·36	
		(iv) Jhalarpatan to Salamatpur with a branch from Barasia to Sironj.			175	91·61	
		(v) Jhalarpatan to Ujjain.			99	31·88	
Nowgong-Chhatarpur railway	G. I. P. ...	Nowgong to Chhatarpur ...	Not ...	2′ 6″	17	...	Reconnaissance sanctioned.
Rewah-Sutna railway ...	E. I. ...	Rewah to Sutna ...	Re-surveyed in 1912.	2′ 6″	32	10·27	(*a*) Concession granted.
				5′ 6″		18·60	
Ujjain-Sonkach Railway ...	G. I. P. ...	Ujjain to Sonkach *via* Dewas	Not ...	3′ 3⅜″	41	...	Proposed by Gwalior Durbar. Survey sanctioned.
				2′ 6″		...	
Ujjain-Susner Railwey ...	G. I. P. ...	Ujjain to Susner *via* Agar.	Not ...	3′ 3⅜″	59	...	Proposed by Gwalior Durbar. Survey sanctioned.
				2′ 6″		...	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
*Excluding Rolling-stock.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of Project. Projects are arranged under Provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
CENTRAL PROVINCES.							
Akola-Akot-Hiwarkhed railway.	G. I. P. ...	Akola to Hiwarkhed *via* Akot and Argaon.	Not ...	5′ 6″	40	111·40	
Akola-Basim railway ...	G. I. P. ...	Akola to Basim ...	Not ...	5′ 6″	50		
Amraoti-Sonnair railway ...	G. I. P. ...	Amraoti to Narkher, *vid* Morsi.	Surveyed in 1906-07.	5′ 6″	70	5·70	The Itarsi-Nagpur railway supersedes the section from Narkher to Sonnair.
Bilaspur-Mungeli-Mandla railway.	B. N. ...	Bilaspur to Cheraidongri...	Surveyed in 1905-08.	2′ 6″	153	101·74	
Bir-Bhopal railway ...	...	(See under Central India.)	...	...	...	...	
Borkhedi-Hinganghat railway.	G. I. P. ...	Borkhedi to Hinganghat	Surveyed in 1906-07.	5′ 6″	26	20·91	Chord between the North-East line and the Wardha coal branch.
Damoh-Amanganj railway	G. I. P. ...	Damoh to Amanganj *via* Hatta.	Not ...	2′ 6″	60	29·26	Reconnoitred.
Drug-Jaipur-Kottavalsa railway.	B. N. ...	Drug to Kottavalsa comprising—					Estimates include rolling stock and interest during construction.
		(*i*) Drug to Jagdalpur ...	Surveyed during 1913 to 191	2′ 6″	194	127·94	
		(*ii* Jagdalpur to Jeypur			52	28·87	
		(*iii*) Jeypur to Aruku ...			66	50·11	
		(*iv*) Aruku to Nalapalam			59	23·47	
		(*v*) Nalapalum to Kattavalsa.			22	16·28	
Ellichpur-Chandur railway	...	(See Murtazapur-Ellichpur railway extension).	...	...	...	...	
Khamgaon-Chickhli railway	G. I. P. ...	Khamgaon to Chickhli ...	Surveyed in 1915	2′ 6″ / 5′ 6″	30	23·88 / 32·20	
Lafa Coal Fields extension railway.	B. N. ...	Bilaspur to Dongasara ...	Surveyed in 1914.	5′ 6″	22	12·50	
Lohardaga extension ...	...	(See under Bihar and Orissa.)	...	...	...	...	
Malkapur-Mehkar railway...	G. I. P. ...	Malkapur to Mehkar *vid* Buldana and Chickhli.	Not ...	...	62	...	(*a*) Reconnaissance proposed. Alternative routes.
Moigaon-Mehkar railway ...	G. I. P. ...	Moigaon to Mehkar *via* Buldana and Chickhli.	Not ...	...	73	...	(*a*)
Murtazapur-Ellichpur railway extension.	M. E. ...	Ellichpur to Chandur ...	Surveyed in 1917.	2′ 6″	19	14·17	
Murtazapur-Yeotmal railway extensions.	M. Y. ...	(1) Yeotmal to Wun ...	Surveyed in 1916.	2′ 6″	72	40·48	(*a*)
		(2) Darwa to Pusad ...	Not ...	2′ 6″	32	...	(*a*) Survey completed.
		(3) Takli to Edlabad ...			30	...	
Pachora Jamner extension railway.	G. I. P. ...	(See Moigaon-Mehkar railway.)	...	...	...	...	
Rajahmundry-Sironcha railway.	M. & S. M	Rajahmundry to Sironcha direct,	Surveyed in 1909-10	5′ 6″	209	367·96	
		or *Vid* Gokavaram ...			215	367·84	
Sambalpur-Khurda railway ...	...	(See under Bihar and Orissa.)	...	...	...	...	
Venkatanagar-Korea Coalfields railway.	B. N. ...	Kherjhiti to Bapalpur with a branch from Khairhana to Chirimiro.	Surveyed in 1918-19.	5′ 6″ / 5′ 6″	47 / 7	53·48* / 7·94	
COORG.							
Coorg District railway ... (British Section).	M. & S. M.	(*i*) Mysore frontier to Sidapur bridge station.	Surveyed in 1917.	3′ 3¾″	27	22·56	Called "Cauvery line."
		(*ii*) Mysore frontier to Gattathella station.			26	22·31	Called "Lakshman Tirtha line."
Coorg Forest tramways ...	M. & S. M.	(*i*) Hosapatna to Nagarhole.	Surveyed in 1917.	2′ 0″	42	11·98	
		(*ii*) Makut to Kekkapole.			7	4·05	
HYDERABAD.						...	
Khamgaon-Chickhli railway	...	(See under Central Provinces.)	...	...	...		

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
*Including cost of Kherjhiti Station.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
					Miles.	Lakhs of rupees.	
HYDERABAD. —*concld.*							
Secunderabad-Gadag railway	N. G. S.	Secunderabad to Gadag *vid* Raichur.	Surveyed in 1913-14.	3′ 3⅜″	292	217·62	Secunderabad-Gadwal section (length 117 miles) sanctioned for construction.
Takli-Edlabad railway ...	...	(See under Central Provinces.)	...	...	...	...	
KASHMIR.							
Sarai Kala-Abbottabad-Srinagar railway.	....	(See under Punjab) ...	...	...	...	...	
MADRAS.							
Ammayanayakkanur-Uttamapalaiyam railway.	S. I. ...	Ammayanayakkanur to Uttamapalaiyam.	Surveyed in 1906.	3′ 3⅜″	61	...	
Attur-Chinnasalem railway.	S. I. ...	Attur to Chinnasalem ...	Surveyed in 1913-14.	3′ 3⅜″	20	8·86	
Attur-Tirumondurai railway	S. I....	Attur to Tirumondurai	Surveyed in 1913-14	3′ 3⅜″	32	12·73	Alternatives to Attur-Chinnasalem railway.
Attur-Perambalur railway		Attur to Perambalur		3′ 3⅜″	33	14·21	
Bangalore-Hosur railway ...	...	(See under Mysore) ...	...	...	...	...	
Bezwada-Jaggiapett railway	M. & S. M.	Bezwada to Jaggiapett ...	Not ...	5′ 6″	54	43·50	
Cocanada-Kotipalle railway	M. & S. M.	Cocanada to Kotipalle ...	Surveyed in 1916.	3′ 3⅜″	29	29·25	(b)
				5′ 6″	27	35·59	
Cuddalore-Vriddhachalam railway.	S. I. ...	Cuddalore to Vriddhachalam	Surveyed in 1905.	3′ 3⅜″	34	...	
Dhamtari-Bastar-Salur railway.	...	(See under Central Provinces.)	...	...	...	...	
Dhanushkodi-Talaimanaar railway.	S. I. ...	Dhanushkodi to Talimanaar	Not ...	3′ 3⅜″	22	110·91	Preliminary survey made in 1913. Will connect India with Ceylon.
Dindigul-Palghat railway ...	S. I. ...	Dindigul to Palghat, *vid* Palni, Pollachi and Kollengode.	Surveyed in 1903-1904 and 1905-1906.	3′ 3⅜″	108	66·52	(a) Pollachi-Palghat section. Re-surveyed in 1915-16.
Erode-Satyamangalam railway.	S. I. ...	Erode to Satyamangalam ...	Surveyed in 1909-1911.	3′ 3⅜″	41	18·31	Proposed by Coimbatore District Board. Is a part of Nanjangud-Erode railway.
Gopalpuram-Berhampore-Russell Konda railway.	B. N. ...	Gopalpuram to Surada *vid* Berhampore and Russell Konda.	Surveyed in 1916.	5′ 6″	76	34·59	Proposed by District Board of Ganjam.
				2′ 6″		48·07	
		Gopalpuram to Russel Konda *vid* Berhampore.		5′ 6″	53	49·54	
				2′ 6″		36·51	
		Berhampore to Russell Konda.		5′ 6″	49	43·70	
				2′ 6″		32·16	
Guddivada-Nidadavolu railway.	M. & S. M.	(i) Guddivada to Bhimavaram.	Surveyed in 1913.	5′ 6″	41	35·30	Proposed by District Board of Kistna.
				3′ 3⅜″		25·14	
		(ii) Nidadavola to Narsapur *vid* Bhimavaram.		5′ 6″	47	45·94	
Guntur-Macherla railway ...	M. & S. M.	Guntur to Macherla *via* Gurzala.	Surveyed in 1916.	3′ 3⅜″	80	46·77	
Hassan-Mangalore railway	...	(See under Mysore) ...	...	...	...	...	
Kalikiri-Rayachoti railway...	M. & S. M.	Kalikiri (or Piler) to Rayachoti.	Surveyed in 1899-1900.	3′ 3⅜″	34	10·76	
Kanivihalli-Swamihalli tramway.	M. & S. M.	Kanivihalli to Swamihalli	Not ...	...	15	...	Survey sanctioned.
Karaikudi-Arantangi railway	S. I. ...	Karaikudi to Arantangi ...	Surveyed in 1910.	3′ 3⅜″	18	8·79	(a) Alternative to Devakota-Arantangi branch of the Trichinopoly-Ramnad railway.
Kavali-Udayagiri railway ...	M. & S. M.	Kavali to Udayagiri ...	Surveyed in 1908.	2′ 6″	51	15·96	
Kollengode Trichur railway.	S. I. ...	Kollengode to Trichur ...	Not ...	3′ 3⅜″	41	31·50	Reconnoitred in 1917.
Madura-Bodinayakkanur railway.	S. I. ...	Madura to Bodinayakkanur *via* Theni.	Surveyed in 1913-14.	3′ 3⅜″	55	25·78	Proposed by District Board of Madura.
Manantoddy-Tellicherry railway.	S. I. ...	Manantoddy to Tellicherry	Not ...	3′ 3⅜″	49	86·11	Reconnoitred in 1920.
Mangalore-Panimangalore railway.	S. I. ...	Mangalore to Panimangalore	Surveyed in 1916.	3′ 3⅜″	14	13·42	
				2′ 6″		10·69	
Mannargudi-Tiruturaipundi railway.	S. I. ...	Mannargudi to Tiruturaipundi.	Surveyed in 1913.	3′ 3⅜″	16	10·52	
Munnar-Cochin State Railway.	S. I. ...	Munnar to a point on the Cochin State Railway *via* Anamalis District.	Not ...	3′3⅜″	80	...	New project. Reconnaissance sanctioned.
Mysore-Tellicherry railway	M. & S. M.	Mysore to Tellicherry ...	Surveyed in 1899-1900.	2′ 6″	145	81·00	
Nandyal-Atmakur railway ...	M. & S. M.	Nandyal to Atmakur, *vid* Velgode.	Surveyed in 1909	3′ 3⅜″	30	14·87	Surveyed on behalf of the District Board of Kurnool.
Nanjangud-Devala Railway.	...	(See under Mysore) ...	...	...	...	...	
Nanjangud-Erode railway ...	...	(See under Mysore). ...	...	...	...	...	
Ollapalem-Kanigiri railway.	M. & S. M.	Ollapalem to Kanigiri *via* Singarayakonda.	Surveyed in 1917.	3′ 3⅜″	47	34·49	Proposed by Nellore District Board.
		Alternative route— (Southern entry into Singaraya Konda from Kanigiri.)	Ditto ...	3′ 3⅜″	46	34·28	

(a) Proposals for construction under Branch Line Terms have been received from private promoters.
(b) With second hand 41-lb. rails cost will be 26·56 and with second hand 75-lb. rails 32·80 lakhs.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
MADRAS—*concld.*					Miles.	Lakhs of rupees.	
Padalam (or Madurantakam)-Arni railway.	M. & S. M.	Padalam or Madurantakam alternatively to Arni.	Not ...	3′ 3⅜″	60	...	Reconnaissance sanctioned.
Palakodu-Krishnagiri railway.	S. I. ...	Palakodu to Krishnagiri *vid* Kaveripatnam.	Not ...	2′ 6″	...	...	
Palamcottah-Panagudi railway.	...	Palamcottah to Panagudi	Not ...	3′ 3⅜″	33	...	
Palni-Satyamangalam railway.	...	Palni to Satyamangalam, with a branch from Satyamangalam to Mettupalaiyam.	Surveyed in 1903-04.	3 3⅜″	84 17	84·33 25·03	
Parlakimedi-Gunupur railway.	B. N. ...	Parlakimedi to Gunupur	Surveyed in 1910-11.	2′ 6″	32	8·29	Surveyed at the instance of the Parlakimedi State.
Parvatipuram-Gunupur railway.	B. N. ...	Parvatipuram to Gunupur	Surveyed in 1916.	5′ 6″ 2′ 6″	35	30·70 22·45	
Ramnad-Kilakkarai railway	S. I. ...	Ramnad to Kilakkarai ...	Surveyed in 1909-10.	3′ 3⅜″	11	3·35	Surveyed on behalf of the District Board of Madura.
Ramnad-Virudupatti railway	S. I. ...	Ramnad to Virudupatti ...	Surveyed in 1909.	3′ 3⅜″	66	27·89†	(*a*)
Rajahmundry-Sironcha railway.	...	(See under Central Provinces.)	...	...	...	...	
Repalle-Visweswaram railway.	M. & S. M.	Repalle to Visweswaram ...	Surveyed in 1915.	5′ 6″	6	5·10	Concession granted, but construction deferred.
Salem-Attur railway ...	S. I. ...	Salem to Attur ...	Surveyed in 1909-10.	3′ 3⅜″	33	16·74	Proposed by District Board of Salem; estimates revised in 1916.
Salem-Samayapuram railway	S. I. ...	Salem to Samayapuram *vid* Namakhal.	Not ...	3′ 3⅜″	83	31·67	Reconnoitred in 1915. Survey sanctioned.
Shoranur-Manantoddy railway.	S. I. ...	Shoranur to Manantoddy *vid* Nilambar.	Not ...	3′ 3⅜″	128	256·77	Reconnoitred in 1920.
Tanjore-Tiruvadi railway ...	S. I. ...	Tanjore to Tiruvadi ...	Surveyed in 1915.	3′ 3⅜″	9	1·55	Proposed by Tanjore District Board.
Tirupatti (Renigunta)-Madras railway.	M. & S. M.	(*i*) Tirupatti to Madavaram. (*ii*) Madavaram to Madras Beach with branches from— (*a*) Madavaram to Ayanavaram. (*b*) Ayanavaram to Salt Cotaurs or alternatively. (*c*) Ayanavaram to Chutput.	Surveyed in 1913.	3′ 3⅜″	69 7 4 8 3	50·93 6·29 3·93 3·55 3·16	
Trichinopoly-Jayankonda Sholapuram railway.	S. I. ...	Kuttur to Jayankonda Sholapuram.	Surveyed in 1916.	3′ 3⅜″	52	33·26	Kuttur is a station on the proposed "Panruti-Trichinopoly railway."
Trichinopoly-Panruti railway	S. I. ...	Trichinopoly to Panruti *vid* Srirangam, Tirupattur, Parambalur, Volcondah, Pariore and Adiyur.	Surveyed in 1907.	3′ 3⅜″	95	‡128·49	Cost of a low grade line 84·60 lakhs.
Trichinopoly-Ramnad railway	S. I. ...	Trichinopoly to Ramnad, with branch from Devakota to Arantangi.	Surveyed in 1909.	3′ 3⅜″	108 26	54·23 17·34	Concession granted for construction of Trichinopoly-Puddukotai section (82 miles).
Ulundurpettai-Chinna Salem railway.	S. I. ...	Ulundurpettai to Chinna Salem.	Surveyed in 1909.	3′ 3⅜″	32	13·52	Proposed by District Board of South Arcot.
Valparai Extension Tramway	...	Terminus of the existing Cochin tramway to Valparai.	Not ...	3′ 3⅜″	15	...	Survey sanctioned.
Virudupati-Tenkasi railway	S. I. ...	Virudupati to Tenkasi, *vid* Sivakasi.	Surveyed in 1912.	3′ 3⅜″	76	30·39	(*a*)
Vizianagram-Vizagapatam railway.	B. N. ...	Vizianagram to Vizagapatam *vid* Bimlipatam.	Surveyed in 1916.	5′ 6″	36	45·37	
Yerragudipad-Nandyal railway.	M. & S. M.	Yerragudipad to Nandyal	Surveyed in 1908-09.	3′ 3⅜″	71	40·85	
MYSORE.							
Bangalore-Hosur railway ...	M. & S. M.	Bangalore to Hosur, *vid* Attibala or *vid* Bannerghatta.	Resurveyed in 1914.	2′ 6″	29 31	13·23 12·93	Proposed by Mysore Durbar. Route *vid* Bannerghatta preferred.
Dodbele-Kolar Gold-fields railway.	M. & S. M.	Dodbele to Kola Gold-fields.	Surveyed in 1907.	3′ 3⅜″	72	...	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
†With 50-lb. rails cost will be 30·70 lakhs
‡Estimate revised in 192[illegible].

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
MYSORE—*concld.*					Miles.	Lakhs of rupees.	
Hassan-Mangalore railway	...	Hassan to Mangalore ...	Surveyed in 1916-17.	2′ 0″	110	75·27	Proposed by Mysore Durbar.
				2′ 6″	100	101·91	
				3′ 3⅜″	108	153·18	
Mysore-Coorg railway ...	...	See "Coorg District railway."	...	...	...	...	
Mysore-Tellicherry railway	...	(See under Madras) ...	...	...	...	...	
Mysore and West Coast railways.	M. & S. M.	(*i*) Nanjangud to Tellicherry *viâ* Manantoddy and Perya.	Surveyed in 1917.	2′ 0″	113	59·82	
				2′ 6″	112	81·74	
				3′ 3⅜″	111	118·73	
		(*ii*) Shimoga to Bhatka ...	Not ...	3′ 3⅜″	...	...	Construction of the line from Shimoga to Arasalu sanctioned.
Nanjangud-Devala railway...	M. & S. M.	Nanjangud to Devala ...	Not ...	3′ 3⅜″	73	...	Reconnaissance survey sanctioned but held in abeyance at present.
Nanjangud-Erode railway ...	M. & S. M.	Nanjangud to Erode with a branch from Kottamangalam to Mettupalaiyam.	Surveyed in 1909-1911.	3′ 3⅜″	119	109·67	Including rolling-stock the whole line (of which 33·7 miles are in Mysore) will cost Rs. 131·66 lakhs. The Coimbatore District Board have proposed to construct the Erode-Satyamangalam section. The construction of the line as a whole has been deferred for the present, but in the meantime the construction of the Section from Nanjangud to Hardanhalli (27 miles) by the Mysore Durbar has been sanctioned.
					23	13·59	
Nanjangud-Tellicherry railway.	...	See "Mysore and West Coast railway."	...	...	...	...	
NORTH-WEST FRONTIER PROVINCE.							
Kulachi-Dera Ismail Khan railway.	N. W. ...	Kulachi to Dera Ismail Khan	Not ...	2′ 6″	27	12·62	Reconnoitred in 1914.
Mardan-Charsadda railway	N. W. ...	Mardan to Charsadda ...	Surveyed in 1914.	2′ 6″	17	7·41	(*a*) Concession granted but construction deferred.
Mardan-Swabi railway ...		Mardan to Swabi ...	Surveyed in 1914.	2′ 6″	29	16·62	(*a*)
Sarai Kala-Abbottabad-Srinagar railway.	...	(See unner Punjab) ...	...	...	...	...	
Trans-Indus railway ...	N. W. ...	Kohat to Bannu ...	Surveyed in 1909.	2′ 6″	79	60·57	
PUNJAB.							
Baijnath-Nurpur railway ...	...	Baijnath to Nurpur ...	Not ...	2′ 6″	70	...	(*a*) Reconnaissance sanctioned. This will be an extension of Pathankot-Nurpur railway.
Batala-Dehrananak railway	N. W. ...	Batala to Dehrananak ...	Surveyed in 1913.	5′ 6″	18	15·37	
Dhak Branch railway ...	N. W. ...	(*i*) Dhak to Tajuwala direct	Surveyed in 1906-07.	5′ 6″	11	(*b*)4·97	To serve coal mines.
		(*ii*) Dhak to Tajuwala *viâ* Katha.	Surveyed in 1909.	5′ 6″	15	(*b*)7·86	
Dina-Sultanpur railway ...	N. W. ...	Dina to Sultanpur ...	Not ...	5′ 6″	9	...	Survey sanctioned.
Fatehjang-Khaur railway ...	N. W. ...	Fatehjang to Khaur ...	Not ...	5′ 6″	28	20·38	New project. Reconnoitred. Alternative to "Gagan-Khaur railway."
Fazilka-Abohar railway ...	N. W. ...	Fazilka to Abohar ...	Surveyed in 1920.	2′ 6″	23	12·83	
				2′ 0″	23	9·28	
Gagan-Khaur railway ...	N. W. ...	Gagan to Khaur ...	Not ...	5′ 6″	25	20·59	Reconnoitred
Gujranwala-Chuhar Khana railway.	N. W. ...	Gujranwala to Chuhar Khana.	Not ...	...	40	...	Reconnaissance sanctioned.
Hoshiarpur Sailakhurd railway.	N. W. ...	Hoshiarpur to Sailakhurd	Not ...	5′ 6″	30	21·74*	Reconnoitred in 1920.
Jagadhri Light railway extension.	J. L. ...	Jagadhri Town to Sadhaura *viâ* Chachrauli and Bilaspur.	Not ...	2′ 0″	...	...	Proposed by Jagadhri Light Railway Company.
Kalka-Baijnath railway ...	E. I. ...	Kalka to Baijnath with branches—			170	158·45	
		(1) Mandi to Kulu ...	Not ...	2′ 6″	42	49·15	Reconnoitred in 1912.
		(2) Nalagarh to Rupar			16	11·90	
Kapurthala State tramway	N. W. ...	Bhogpur to Kapurthala *via* Dhilwan.	Not ...	2′ 6″	20	...	New project. Proposed by Kapurthala State.
				5′ 6″			

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.
(*b*) Excluding rolling-stock.
* Cost rupees 19·50 if line is provided with dips.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

NAME OF PROJECT. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	REMARKS.
1	2	3	4	5	6	7	8
PUNJAB—*contd.*					Miles.	Lakhs of rupees.	
Karnal-Kaithal-Nabha railway.	E. I. ...	Karnal to Nabha *vid* Kaithal.	Not ...	5′ 6″	70	56·00	
Ludhiana-Kalka railway ...	N. W. ...	Ludhiana to Kalka *vid* Chamkor and Kureli.	Not ...	5′ 6″	71	112·38	Reconnoitred in 1918.
Ludhiana-Rupar-Nalagarh railway.	N. W. ...	Ludhiana to Nalagarh *vid* Chamkor and Rupar.	Not ...	5′ 6″	58	61·20	Reconnoitred in 1918.
Nankana-Changa Manga-Pak Patan railway.	N. W. ...	Nankana *vid* Bulloke to Changa Manga.	Surveyed in 1913.	2′ 6″	96	45·60	
		Changa Manga *vid* Chunian, Hujra and Dipalpur to Pak Patan.					
Pathankot-Bakloh railway...	N. W. ...	(*i*) Pathankot to Katlu *vid* Nurpur.	Surveyed in 1913.	2′ 6″	32	53·41	Alternative to Pathankot-Nurpur.
		(*ii*) Pathankot to Katlu *via* Dunera.			27	43·94	
Pathankot-Nurpur-Guler railway.	N. W. ...	(*i*) Pathankot to Nurpur ...	Surveyed in 1913 and 1920.	5′ 6″	14	18·96	(*a*)
		(*ii*) Gareli on (*i*) to Guler or to Nagroteh.	Not ...	2′ 6″	30	25·20	Reconnoitred in 1915.
					25	22·54	
Patiala Feeder railways ...	...	(*i*) Patiala to Dhond *vid* Pihewa.	Not ...	2′ 6″	36	...	Proposed by Patiala Durbar. Survey sanctioned.
		(*ii*) Sirhind to Rupar *vid* Sanghol.			26	...	
		(*iii*) Patiala to Sirhind ...			20	...	Construction of (*iii*) on 5′ 6″ gauge sanctioned.
		(*iv*) Samana to Mansa *vid* Sonam.			...	...	
		(*v*) Samana to Ghuram ...			20	...	
		(*vi*) Mansa to Tapa ...			21	...	
		(*vii*) Tapa to Badhaur ...			14	...	
		(*viii*) Sonam to Barnala ...			...	...	
		(*ix*) Samana to Chhintanwala.			18	...	
		(*x*) Chhintanwala to Amargarh.			...	...	
		(*xi*) Dorsha to Pael Narnaul-Dadri ...	Not ...	3′ 3¾″	39	...	Proposed by Patiala Durbar Survey sanctioned.
Patiala-Jakhal railway ...	N. W. ...	Patiala to Jakhal ...	Surveyed in 1906.	5′ 6″	54	33·00	Proposed by Patiala Durbar.
				3′ 3¾″		24·83	
Plasi-Bhakra railway ...	N. W. ...	Plasi to Bhakra ...	Not ...	...	...	...	Proposed by North Western railway.
Punjab Canal Colony railways.†	N. W. ...	(*i*) Raewind to Sangla Hill.	Not	5′ 6″	...	...	Survey sanctioned.
		(*ii*) Sangla Hill to Khushab.					
		(*iii*) Gujranwala to Lyallpur		2′ 6″	94	40·00	Preliminary survey made.
		(*iv*) Bajla to Tandlianwala		2′ 6″	32	...	Survey sanctioned. Alternative to Lyallpur-Tandlianwala.
		(*v*) Jaranwala to the Ravi bridge near Thatta Nana Dogar.		2′ 6″	39	...	Survey sanctioned.
		(*vi*) Jaranwala to Lyallpur		2′ 6″	...	9·80	Preliminary survey made.
		(*vii*) Lyallpur to Chiniot ...		2′ 6″	25	12·31	Preliminary survey made.
		(*viii*) Chiniot to Bhagtanwala.		2′ 6″	23	...	Survey sanctioned.
		(*ix*) Sargodha to Gujrat ...		2′ 6″	94	48·31	Preliminary survey made.
		(*x*) Gujrat to Lukanwal ...		2′ 6″	15	...	Survey sanctioned.
		(*xi*) Sargodha to Bhera ...		2′ 6″	34	...	Survey sanctioned. Alternative to Shahpur-Bhera.
		(*xii*) Chiniot to Jhang ...					
		(*xiii*) Sargodha to Jehania Shah *vid* Sahiwal.	Surveyed in 1906.	5′ 6″	51	33·00	Estimates revised in 1911.
				2′ 6″			
		(*xiv*) Lyallpur to Jhang ...	Not ...	2′ 6″	...	...	
		(*xv*) Jhang to Montgomery *vid* Gojra, Summudri and Gogera.		2′ 6″	...	...	
		(*xvi*) Montgomery to Pak Pattan.		5′ 6″	28	...	
		(*xvii*) Montgomery to Jehania.		2′ 6″	...	...	
		(*xviii*) Muzaffargarh to Alipur.		2′ 6″	53	...	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

† The whole question of railway extension in this area including the question of gauge is under consideration.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
PUNJAB—*concld.*					Miles.	Lakhs of rupees.	
Lyallpur-Tandhariwala railway.	N. W. ...	Lyallpur to Tandhariwala	Not ...	...	26	...	
Rajpura-Malla railway ...	N. W. ...	Rajpura to Malla *vid* Chandigarh.	Not ...	5′ 6″	...	...	Proposed by Patiala Durbar.
Rohtak-Bhiwani railway ...	E. I. & N. W.	Rohtak to Bhiwani ...	Not ...	5′ 6″	30	...	
Rohtak-Gohana railway ...	N. W. ...	Rohtak to Gohana ...	Not ...	5′ 6″ 2′ 6″	20	11·94 8·00	Reconnoitred.
Saraikala-Abbottabad-Srinagar railway.	N. W. ...	Saraikala to Srinagar, *vid* Abbottabad.					
		(Comprises the following sections)—					
		(*i*) Saraikala to Abbottabad.	Re-surveyed in 1907-1909.	5′ 6″	51	87·76	Saraikala-Havelian portion of the line constructed on the 5′ 6″ gauge. Re-survey of the Havelian-Abbottabad portion of the line sanctioned.
		(*ii*) Abbottabad to Garhi Habibulla.	Re-surveyed in 1907-1909.	5′ 6″	28	77·39	
		(*iii*) Garhi Habibulla to Kashmir frontier.	Surveyed in 1892-1893.	5′ 6″	4	10·41	
		(*iv*) Kashmir frontier to Domel.	Surveyed in 1892-1893.	5′ 6″	5	27·24	
		(*v*) Kashmir frontier to Srinagar.	Surveyed in 1892-1893.	3′ 3¼″	109	157·89	
Shahdara-Narowal railway...	N. W. ...	Shahdara to Narowal ...	Surveyed in 1915. Part resurveyed in 1917-18.	5′ 6″	49	31·42	(*a*)
Shahpur-Bhera railway ...	N. W. ...	Shahpur to Bhera ...	Not ...	...	30	...	
Sialkot-Morala railway ...	N. W. ...	Sialkot to Morala ...	Surveyed in 1916.	5′ 6″	13	...	(*a*) Project in abeyance.
Sirhind-Kotkapura railway	D. U. K. ...	Sirhind to Kotkapura *viâ* Malerkotla and Bhadaur.	Not ...	2′ 6″	...	...	Proposed by Malerkotla Durbar.
Sirhind-Rupar-Nalagarh railway.	N. W. ...	Sirhind to Nalagarh—		5′ 6″	43	5·2	Reconnoitred in 1918.
		(*i*) *via* Murinda, Kurali and Rupar, or	Not ...	5′ 6″	43	54·80	Reconnoitred in 1918.
		(*ii*) *via* Murinda Saiswan Super passage and Rupar.	Not ...	5′ 6″	42	52·30	Reconnoitred in 1918.
RAJPUTANA.							
Agra-Karachi Railway connection.	B. B. & C. I.	Agra to Karachi ...	Not ...	5′ 6″	...	...	Survey to determine best alignment for a direct 5′ 6″ gauge railway connection between Agra and Karachi completed.
Balotra-Badgaon railway ...	J. B. ...	Balotra to Badgaon ...	Not ...	3′ 3½″	110	...	Proposed by Jodhpur Durbar.
Baran-Marwar railway ...	B. B. & C. I.	Baran to Marwar ... or Baran to Nasirabad ... with Jehazpur to Paondero Branch.	Surveyed in 1898-1899.	3′ 3½″	213 153 71	136·67 96·12 31·63	Baran-Kotah section (41 miles) has been constructed on 5′ 6″ gauge, and construction of Kotah-Marwar (or Nasirabad) section under consideration.
Beawar-Todgarh railway ...	B. B. & C. I.	Beawar to Todgarh ...	Not ...	3′ 3½″	42	...	(*a*) Consideration postponed for the present.
Jaipur-Loharu railway ...	J. S. M's...	Jaipur to Surajgarh *viâ* Reengus, Sikar, Jhunjhnu and Chirawa.	Not ...	3′ 3½″	185	...	Proposed by Jaipur Durbar, Jaipur-Reengus (36 miles). has been constructed. The Reengus-Palsana portion 14·17 miles of Reengus Sikar section (33 miles) has also been constructed and Sikar-Jhunjhnu (40 miles) section under construction.

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*contd.*

Railways and tramways projected up to the 31st March 1921.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
RAJPUTANA—*concld.*					Miles.	Lakhs of rupees.	
Karauli Branch railway ...	B. B. & C. I.	Gangapur to Karauli ...	Not ...	...	25	...	Proposed by Karauli Durbar as a famine relief work.
Kotah Feeder railways ...	G. I. P. & B. B. & C. I.	(*i*) Baran to Etawa ...	Not	2′ 6″	30	12·99	
		(*ii*) Baran to Aklera with a branch to Sangod.			62	30·38	Reconnoitred in 1919-20. See "Neemuch-Pachabar Chhabrary" under "Central India."
		(*iii*) Atdera to Manoher Thana.			19	9·36	
Mauli-Nathdwara railway ...	U. C. ...	Mauli to Nathdwara ...	Surveyed in 1896.	3′ 3⅜″	15	4·73	-
Meghraj-Dungarpur railway.	Guzerat Ry.	Meghraj to Dungarpur ...	Not ...	2′ 6″	41	16·40	Reconnoitred.
Modassa-Dungarpur railway.	Guzerat Ry.	Modassa to Dungarpur ...	Not ...	2′ 6″	44	17·61	Reconnoitred. Alternative to "Meghraj-Dungarpur railway." Survey sanctioned.
Nasirabad-Kekri railway ..	B. B. & C. I.	Nasirabad to Kekri ...	Surveyed in 1898-99.	3′ 3⅜″	35	15·86	This is a part of "Baran-Merwar railway." Estimates revised in 1915.
Neemuch-Chhabra railway...	...	(See under Central India)	...	...	...	...	
Rajkhera-Bhadrauli railway	D. B.	Rajkhera to Bhadrauli ...	Not ...	2′ 6″	...	...	Survey sanctioned.
Sri Madhopur-Borawar chord railway.	B. B. & C. I.	Sri Madhopur to Borawar	Not ...	3′ 3⅜″	...	...	
Sri Madhopur-Sikar railway	B. B. & C. I.	Sri Madhopur to Sikar ...	Surveyed in 1900.	3′ 3⅜″	31	8·69	
SIKKIM.							
Kalimpong Road-Gangtok railway.	D. H. ...	Kalimpong Road to Teesta Bazar.	Not ...	2′ 0″	2	3·51	
		(*i*) Kalimpong Road to Rangpo.			15	30·20	Three alternative alignments Reconnoitred.
		(*ii*) Kalimpong Road to Gangtok.			43	72·58	
		(*iii*) Kalimpong Road to Rongli.			30	54·55	
UNITED PROVINCES.							
Agra Fort-Bah or Batesar railway.	B. B. & C. I.	Agra Fort to Bah or Batesar *via* the Taj or Fatehabad.	Not ...	2′ 6″	...	...	
Auriya-Pokhrayan railway	G. I. P. ...	Auriya to Pokhrayan ...	Not ...	2′ 6″	30	...	(*a*)
Auriya-Phaphund railway ...	E. I. ...	Auriya to Phaphund ...	Surveyed in 1907.	5′ 6″	13	8·88	(*a*) Concession granted.
Bellraien-Dhaurahra railway	R. & K. ...	Bellraien to Dhaurahra ...	Surveyed in 1913-14.	3′ 3⅜″	32	15·29	
Bulandshahr-Seyani railway	O. & R. ...	Bulandshahr to Seyani ...	Not ...	2′ 6″	19	...	(*a*)
Chandausi-Bhilsi railway ...	O. & R. ...	Chandausi to Bhilsi *via* Islamnagar and Rajbaraulia with a branch from Rajbaraulia to Babrala *via* Shaswan.	Not ...	2′ 6″	26	...	(*a*)
					34	...	
Dibai-Kasganj railway ...	O. & R. ...	Dibai to Kasganj ...	Surveyed in 1912.	5′ 6″	37	32·79	Rajghat-Kasganj alternative to Dibai-Kasganj railway.
Etawah-Farukhabad railway	E. I. & B. B. & C. I.	Etawah to Farukhabad ...	Not ...	2′ 6″	50	...	(*a*)
Fatehpur-Markundi chord railway.	E. I. ...	Fatehpur to Markundi alternatives.	Surveyed in 1900-1901.		72	98·46	
		(*i*) Fatehpur to Karwi ...		5′ 6″	52	72·59	
		(*ii*) Khaga to Manikpur ...			57	85·98	
Garhmukhtesar (Simbhaoli) Rajghat railway.	O. & R. ...	Garhmukhtesar (Simbhaoli) to Rajghat.	Surveyed in 1921.	5′ 6″	45	09·64	(*a*) Alternative to Rajghat-Hapur section of Rosa-Budaon-Hapur railway.
Garhwal District railway...	O. & R. ...	Dhampur to Kalagarh Road	Not ...	5′ 6″	21	19·11	
				2′ 0″	21	15·08	Reconnoitred in 1916. See also "Kashipur-Kalagar railway."
		Nagina to Kalagarh Road	Not ...	5′ 6″	18	17·72	
		Forest Lines.					
		Kalagarh Road to Lidpani	Not ...	2′ 0″	16	11·67	Reconnoitred in 1916.
		Lidpani to Dhikala ...	Not ...	2′ 0″	3	1·39	
		Dhikala to Rhuni ...	Not ...	2′ 0″	4	2·13	
		Rhuni to Bilot ...	Not ...	2′ 0″	3	1·72	
		Bilot to Sultan Road ...	Not ...	2′ 0″	4	2·26	
		Sultan Road to Gairal ...	Not ...	2′ 0″	2	1·68	
		Sona Nadi Branch.					
		Dhudia junction to Kheri	Not ...	2′ 0″	12	7·40	
Garotha-Mau Ranipur-Madaura-Tehri-Lalitpur railways.	...	(See under Central India)	...	...	...	...	
Gorakhpur and Champaran Districts railways.	B. & N. W.	(*i*) Captainganj to Thunthibari *via* Maharajganj.	Surveyed in 1915.	3′ 3⅜″	41	18·60	
		(*ii*) Captainganj to Tahsil Deoria.			32	13·45	
		(*iii*) Maharajganj to Nautanwa *via* Pharenda.			44	22·64	
		(*iv*) Bagaha to Tribeni ...			26	10·59	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPENDIX 10—*concld.*

Railways and tramways projected up to the 31st March 1921.

Name of project. Projects are arranged under provinces in which situated.	Connected existing railway system.	Initial and terminal points.	Surveyed or not.	Gauge.	Length.	Estimated cost.	Remarks.
1	2	3	4	5	6	7	8
UNITED PROVINCES—*concld.*					Miles.	Lakhs of rupees.	
Hardoi-Sandi Branch railway	O. & R. ...	Hardoi to Sandi ...	Surveyed in 1902.	5′ 6″	14	3·62	(*a*)
Hardwar-Karnprayag railway.	H. D. ...	Hardwar or Rishikesh to Karnprayag.	Not ...	2′ 0″ 2′ 6″	84	...	Reconnaissance completed.
Harpalpur-Nowgong railway	G. I. P. ...	Harpalpur to Nowgong ...	Not ...	2′ 6″	82	...	(*a*)
Harpalpur-Sumerpur railway	G. I. P. ...	Harpalpur to Sumerpur *vid* Rath.		2′ 6″			
Kartal-Atarra-Kamassin railway.	G. I. P. ...	(*i*) Kartal to Atarra ... (*ii*) Atarra to Kamassin *via* Baberu.	Not ...	2′ 6″	57	26·94	(*a*) Alternative to "Karwi-Rajapur" railway.
Karwi-Rajapur railway ...	G. I. P. ...	Karwi to Rajapur direct or *vid* Pahari	Surveyed in 1906-1907.	5′ 6″	19 21	7·76 8·42	(*a*) Government of the United Provinces favour the route *vid* Pahari.
Kasganj-Agra railway ...	R. & K. ...	Kasganj to Agra *vid* Etah.	Surveyed in 1913-14.	3′ 3⅜″	75	46·61	
Kasganj-Delhi railway ...	R. & K. & E. I. R.	Kasganj to Delhi *vid* Atrauli, Bulandshahr and Okhla.	Not ...	3′ 3⅜″	125	...	
Kasganj-Rewari railway ...	R. & K. & B. B. & C. I.	Kasganj to Rewari *vid* Aligarh and Nuh with a branch from Nuh to Delhi.	Not ...	3′ 3⅜″	...	...	Reconnaissance sanctione .
Kasipur-Kalagarh railway...	R. & K. ...	Kasipur to Kalagarh ...	Surveyed in 1912-13.	3′ 3⅜″	29	17·44	Part resurveyed in 1913-14 and 1915. Preferred to "Dhampur-Kalagarh Road" and "Nagina-Kalagarh Road" railways.
Kunch-Madhogarh railway...	G. I. P. ...	Kunch to Shankarpur *vid* Jalaon with Jalaon-Madhogarh Branch.	Surveyed in 1906.	5′ 6″	36 16	13·44 5·92	(*a*) Certain amount of earthwork done in 1906 as famine relief work. Present proposal is for a 2′ 6″ gauge line.
Meerut-Roorkee railway ...	O. & R. ...	Meerut to Roorkee with a branch from Gesupur to Garhmukhtesar.	Surveyed in 1915.	2′ 6″	85 23	36·30 9·39	(*a*) (*a*)
Mirzapore-Maihar chord railway.	E. I. ...	Mirzapore to Maihar ...	Surveyed in 1903.	5′ 6″	140	155·00	
Moghalsarai-Bhabua Road railway.	E. I. ...	Moghalsarai to Bhabua Road *vid* Chakia.	Not ...	2′ 6″	56	...	Proposed by the Benares State. Survey sanctioned.
Rajghat-Kasganj railway ...	O. & R. R. & K.	Rajghat to Kasganj ...	Not ...	3′ 3⅜″	...	20·68	Reconnoitered in 1921. (*a*) Alternative to Dibai-Kasganj railway.
Ramnagar-Kumaria railway	R. & K. ...	Ramnagar to Kumaria *vid* Mohan	Surveyed in 1919-20.	3′ 3⅜″	20	28·33	
Rosa-Budaon-Hapur railway	O. & R. ...	(*i*) Rosa to Budaon ...	Surveyed in 1910-1911.	5′ 6″	73	93·09	(*a*) Is a realignment of the Tilhar-Budaon section of the "Tilhar-Hapur railway."
		(*ii*) Budaon to Babrala ...			54	60·27	
		(*iii*) Rajghat to Hapur with a branch to Bulandshahr.			69	69·24	Garhmukhtesar (Simbhaoli) Rajghat railway alternative to Rajghat Hapur section.
Tilhar-Budaon-Hapur railway	O. & R. ...	Tilhar to Hapur *vid* Budaon with a branch from Jehangirabad to Bulandshahr.	Surveyed in 1909.	5′ 6″ 5′ 6″	147 16	180·21	
Unao-Madhoganj railway ...	O. & R. ...	(*i*) Unao to Bangarmau *vid* Safipur.	Surveyed in 1910-1911.	5′ 6″	30	24·73	(*a*)
		(*ii*) Unao to Bangarmau *vid* Hyderabad.			38	29·24	
		(*iii*) Bangarmau to Madhoganj.			18	14·66	

(*a*) Proposals for construction under Branch Line Terms have been received from private promoters.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	I. Apparel including drapery, haberdashery, millinery, uniforms, accoutrements, boots and shoes.		II. Coal and coke carried for the public and foreign railways.		COT I. Raw.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
1	2	3	4	5	6	7
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	453	13,388	3,769,940	1,27,28,799	21,931	4,73,315
Bombay, Baroda and Central India	1,202	49,195	496,820	21,26,257	227,196	46,54,182
Eastern Bengal	1,042	15,926	1,205,557	13,15,769	3,273	19,032
East Indian	3,065	59,834	11,174,060	4,47,73,587	33,338	4,57,296
Great Indian Peninsula*	2,856	70,705	1,627,411	85,34,138	421,587	1,22,16,651
Madras and Southern Mahratta	992	20,144	408,519	25,67,677	126,230	18,31,021
Nizam's Guaranteed State	92	1,319	481,014	15,98,124	17,685	1,82,415
North Western	1,875	38,900	649,457	21,60,098	122,786	28,26,846
Oudh and Rohilkhand	1,938	11,260	783,366	35,98,619	22,370	1,19,379
South Indian	187	3,068	51,113	2,59,211	49,491	5,27,660
3′ 3½″ gauge.						
Assam-Bengal...	218	2,043	99,080	2,66,457	2,111	22,712
Bengal and North-Western	635	9,564	121,104	†2,82,583	3,932	61,391
Bengal Doars...	120	1,230	36,496	1,85,334	3	25
Bhavnagar State	117	824	35,749	54,451	24,444	1,28,751
Bombay, Baroda and Central India	777	12,506	226,730	4,53,479	96,370	9,01,453
Burma	...	...	36,740	2,54,386	21,080	87,409
Dibru-Sadiya	...	...	493,266	6,54,813	...	...
Gondal	56	294	‡44,378	42,292	16,595	62,520
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	80	1,353	‡28,662	86,564	56,294	8,73,025
Jamnagar	8	32	1,082	2,704	303	1,037
Jodhpur-Bikaner	364	4,211	22,213	27,137	33,136	1,12,204
Junagad State	37	105	587	613	16,058	79,013
Morvi	10	61	15,403	24,103	5,261	30,238
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	30	266	3,001	10,165	276	1,811
Rohilkund and Kumaon	121	834	5,377	7,656	2,024	10,046
Udaipur-Chitorgarh	7	57	951	1,052	2,054	9,096
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	16	119	8,089	24,305	12,102	88,874
Shahdara (Delhi)—Saharanpur Light (2′ 6″) ...	62	450	718	907	210	1,142
Darjeeling-Himalayan (2′ 0″)	22	497	6,606	50,197	1	18
Other 2′ 6″ and 2′ 0″ gauge lines	14	73	27,155	47,975	5,448	18,464
Total 1920-21	16,396	3,18,258	21,860,644	8,21,39,402	1,343,584	2,57,97,026
Total 1919-20	22,569	3,86,041	21,339,423	7,90,81,528	1,512,290	2,72,28,949
Increase	...	...	431,221	30,57,874	...	...
Decrease	6,173	67,783	...	...	168,706	14,31,923

* Excludes the Matheran Light railway for which information is not available.
† Includes Rs. 88,585 in respect of steam boat service, not taken into account in the grand total and in Appendix 5.
‡ Includes duplicated weight of interchanged traffic, not taken into account in the grand total and in Appendix 5.

DIX 11.

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

III.

TON.

2. MANUFACTURED.

(a) Twist and yarn, European.		(b) Twist and yarn, Indian.		(c) Piece-goods, European.		(d) Piece-goods, Indian.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
8	9	10	11	12	13	14	15
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
813	19,184	22,682	5,21,902	1,477	43,862	12,748	4,45,776
600	13,021	17,070	4,03,590	10,346	4,69,530	40,729	13,51,638
162	2,170	3,884	64,321	10,012	1,98,765	5,611	80,227
781	22,190	15,890	2,77,849	24,803	6,99,168	24,549	6,34,171
1,656	44,930	36,847	8,81,758	9,425	1,50,941	72,943	22,78,797
1,784	34,978	28,179	4,34,701	3,525	61,369	22,439	4,05,678
144	1,645	6,244	69,891	252	4,776	2,887	35,910
145	1,411	3,524	66,829	6,571	2,06,113	57,579	16,08,724
88	844	9,215	96,217	3,625	36,638	11,935	1,04,078
982	16,578	17,084	2,76,405	4,740	91,657	9,164	1,57,034
142	1,033	1,031	7,875	1,801	16,890	887	9,694
126	1,304	6,188	1,05,429	7,777	1,01,889	18,346	3,37,078
...	...	...	...	272	2,668	26	285
...	...	1,665	10,346	6	13	1,077	7,232
241	6,730	12,171	2,62,580	5,218	1,19,855	32,859	10,07,724
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
3	11	1,833	7,100	131	609	602	2,690
4	49	1,158	19,324	9	111	1,530	26,803
139	539	...	...	181	652	...	...
...	17	1,608	14,907	849	9,773	6,101	65,776
...	...	243	1,058	...	...	318	1,789
5	30	100	463	152	903	209	1,333
...	...	384	2,987	60	455	988	7,389
...	...	2,742	17,863	1,373	11,976	1,732	15,397
...	...	34	271	36	348	261	2,463
43	243	151	752	52	420	958	3,781
...	...	31	175	835	5,725	75	277
...	...	119	2,200	607	12,114	65	929
68	219	608	2,642	247	852	967	2,977
7,926	1,67,126	1,90,685	35,49,435	94,382	22,48,072	327,635	86,85,650
9,939	1,67,112	194,055	30,46,382	168,554	34,26,282	344,513	74,92,042
...	14	...	5,03,053	...	...	...	11,93,608
2,013	...	3,370	...	74,172	11,78,210	16,878	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	III.—*concld.*				IV.	
	COTTON—*concld.* 2. MANUFACTURED—*concld.* (*e*) Others.		TOTAL.		Chemicals, excepting saltpetre.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
16	17	18	19	20	21	22
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	393	11,850	60,044	15,15,889	7,398	89,277
Bombay, Baroda and Central India	1,077	37,402	297,018	69,29,363	7,130	1,25,056
Eastern Bengal	...	...	22,942	3,64,515	10,186	50,872
East Indian	1,906	58,670	101,262	21,49,344	16,127	2,06,518
Great Indian Peninsula*	1,552	39,382	5,44 010	1,56,12,459	5,069	1,06,553
Madras and Southern Mahratta	1,221	21,528	183,428	27,89,275	7,332	82,041
Nizam's Guaranteed State...	206	2,148	27,418	2,96,785	385	4,692
North Western	3,839	48,031	194,444	47,57,954	3,958	61,255
Oudh and Rohilkhand	597	7,182	47,830	3,64,383	2,377	20,553
South Indian	1,507	17,465	82,968	10,86,799	2,239	28,750
3′ 3½″ gauge.						
Assam-Bengal	17	223	5,989	58,427	409	3,986
Bengal and North-Western	473	5,859	36,842	6,13,950	17,777	76,169
Bengal Dooars	90	553	391	3,531	14	353
Bhavnagar State	...	...	27,192	1,46,342	187	1,306
Bombay, Baroda and Central India	545	7,962	147,404	23,96,304	2,269	22,079
Burma	†11,969	†2,39,347	33,049	3,26,756	....	...
Dibru-Sadiya	406	4,303	406	4,303	...	...
Gondal	40	155	19,204	78,385	26	147
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	22	338	59,017	9,19,650	97	1,174
Jamnagar	13	72	636	2,800	...	...
Jodhpur-Bikaner	313	2,451	42,007	2,05,128	1,007	6,587
Junagad State	...	...	16,619	81,860	17	73
Morvi	2	9	5,729	32,976	47	250
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	49	219	1,757	12,861	82	525
Rohilkund and Kumaon...	44	353	7,915	55,635	1,731	10,905
Udaipur-Chitorgarh	2	18	2,387	12,196	15	95
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	13	67	13,319	94,187	37	167
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	3	14	1,154	7,333	8	41
Darjeeling-Himalayan (2′ 0″)	93	1,081	885	16,812	...	...
Other 2′ 6″ and 2′ 0″ gauge lines	68	412	7,406	25,566	38	129
Total 1920-21	26,460	5,07,094	1,990,672	4,09,54,408	85,962	8,93,558
Total 1919-20	13,648	2,79,011	2,242,999	4,16,39,778	97,269	9,68,859
Increase	12,812	2,28,083	...	...	...	...
Decrease	...	...	252,327	6,85,375	11,307	69,301

* Excludes the Matheran Light railway for which information is not available.

†Total Cotton Manufactured, for which information by sub-heads is not available.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

V. DRUGS.							
1. Intoxicating other than opium.		2. Non-intoxicating.				Total.	
		(*a*) Medicinal preparations.		(*b*) Others.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
23	24	25	26	27	28	29	30
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
24	573	...	...	3,368	58,945	3,392	59,518
8	186	657	26,328	1,914	37,204	2,579	63,728
4	42	729	15,074	377	6,970	1,110	22,086
34	354	747	34,532	4,107	72,241	4,888	1,07,127
132	1,871	541	19,920	3,044	67,891	3,717	89,682
151	2,843	674	20,780	4,993	77,857	5,818	1,01,480
...	...	84	1,453	663	7,132	747	8,585
104	2,410	1,085	26,100	3,652	65,011	4,841	93,521
72	1,822	345	5,590	790	8,424	1,207	15,836
290	4,722	589	14,812	4,204	40,488	5,183	60,022
4	73	267	3,642	7	85	278	3,800
57	1,250	114	2,081	1,465	16,526	1,636	19,857
...	...	50	817	...	...	50	817
...	...	73	407	52	420	125	827
17	358	307	8,195	1,368	25,231	1,692	33,779
...	...	...	...	...	...	...	...
...	...	...	...	113	1,294	113	1,294
3	18	34	125	2	8	39	151
...	...	14	308	78	714	92	1,022
...	...	28	178	37	129	65	307
78	512	83	1,366	1,090	9,040	1,251	10,918
...	...	7	46	169	851	176	897
...	...	27	207	4	23	31	230
12	140	49	495	35	254	96	889
42	523	33	359	720	5,764	795	6,646
...	5	2	28	8	71	10	104
...	...	4	31	60	354	64	385
...	...	1	5	11	58	12	63
...	...	91	2,049	25	321	116	2,370
...	1	20	97	42	165	62	263
1,032	17,698	6,655	1,85,035	32,498	5,03,471	40,185	7,06,204
864	13,329	7,754	1,95,916	31,420	4,72,403	40,038	6,81,648
168	4,369	...	...	1,078	31,068	147	24,556
...	...	1,099	10,881	...	...	...	...

134512

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	VI. Dyes (1) Alizarine and auiline dyes. Quantity.	Earnings.	(2) Cutch. Quantity.	Earnings.	(3) Indigo. Quantity.	Earnings.
31	32	33	34	35	36	37
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	7	194	1,105	14,492	36	1,366
Bombay, Baroda and Central India... ...	673	19,613	370	3,422	12	202
Eastern Bengal	...	...	726	7,093	99	1,271
East Indian	72	1,354	1,547	19,366	496	12,048
Great Indian Peninsula*	466	14,076	1,104	24,069	71	1,969
Madras and Southern Mahratta	213	3,485	350	3,477	249	4,146
Nizam's Guaranteed State...	16	168	63	664	17	253
North Western	44	818	58	590	258	5,386
Oudh and Rohilkhand	10	101	654	4,863	57	603
South Indian	237	4,466	260	2,354	88	766
3′ 3½″ gauge.						
Assam-Bengal	...	...	12	52	...	...
Bengal and North-Western	6	61	1,464	10,800	227	1,663
Bengal Dooars	...	...	...	...	...	...
Bhavnagar State	28	145	13	84	...	...
Bombay, Baroda and Central India	258	4,322	288	4,136	30	310
Burma	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...
Gondal	26	58	6	13	...	...
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	3	62	28	296	53	589
Jamnagar	1	3	...	...	...	...
Jodhpur-Bikaner	70	605	66	500	84	350
Junagad State	11	59	7	39	...	...
Morvi	3	14	7	18	1	3
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	...	...	42	210	3	10
Rohilkund and Kumaon	...	...	510	2,789	...	...
Udaipur-Chitorgarh	3	22	1	11	...	1
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	...	1	41	165	...	...
Shahdara (Delhi)–Saharanpur Light (2′ 6″) ...	...	...	...	1	...	...
Darjeeling-Himalayan (2′ 0″)	...	...	48	388	1	5
Other 2′ 6″ and 2′ 0″ gauges	1	3	85	420	15	37
Total 1920-21	2,148	49,630	8,855	1,00,342	1,797	30,978
Total 1919-20	1579	37,049	11,262	1,34,167	3,042	58,980
Increase	569	12,581	...	...	...	...
Decrease	...	...	2,407	33,825	1,245	2802

* Excludes the Matheran Light railway for which information is not available.

DIX 12—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

VI.

AND TANS.

(4) Myrabolams.		(5) Tanning barks.		(6) Turmeric.		(7) Others.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
38	39	40	41	42	43	44	45
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
26,049	2,79,702	18,72	12,782	10,273	95,027	1,022	13,730
807	6,720	3,123	19,780	4,777	76,971	1,137	26,612
...	...	...	...	4,975	33,526	557	4,628
15,244	70,221	15,985	70,400	4,444	44,543	4,782	42,196
20,811	1,81,731	15,746	78,192	18,426	3,44,690	4,514	48,983
4,387	27,941	21,728	1,77,230	28,727	2,10,800	1,155	15,512
239	1,680	2,781	15,501	3,952	37,423	417	3,550
637	1,941	7,468	18,792	4,074	57,521	3,712	31,465
253	2,278	2,193	5,521	2,242	21,449	830	5,809
884	5,682	5,867	37,275	4,968	36,272	1,299	17,279
...	1	135	1,083	217	1,821	5	80
351	2,773	1,381	3,235	5,437	46,622	782	6,644
...	...	...	...	60	309	48	500
22	84	143	599	100	510	108	601
340	2,991	3,742	16,446	3,419	38,706	1,387	7,167
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
39	112	79	250	99	299	179	587
106	634	943	5,688	425	3,272	333	2,380
15	60	...	2	40	80	27	122
60	498	1,511	6,835	697	3,724	3,605	13,749
13	51	...	...	71	297	81	343
5	21	...	...	18	90	59	298
490	2,400	902	2,796	240	1,351	70	326
47	192	1,383	4,419	1,046	6,627	132	595
3	14	2	7	126	652	10	65
44	142	219	894	238	798	159	775
4	18	11	36	59	344	7	40
...	...	...	...	26	519	...	...
49	141	200	597	422	1,322	132	503
70,899	5,87,938	87,414	4,73,360	99,498	10,65,565	26,544	2,44,574
114,160	11,14,522	141,084	8,42,431	99,887	10,59,923	31,967	2,92,977
...	...	...	...	...	5,642	...	...
43,261	5,26,534	53,670	3,69,071	389	...	5,423	48,403

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	VI—*concld.* DYES AND TANS—*concld.* TOTAL.		VII. FOD (1) Oil-cake.		(2) Hay, straw and grass.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
46	47	48	49	50	51	52
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5′ 6″ gauge.						
Bengal-Nagpur	40,364	4,17,293	8,748	61,963	18,386	54,755
Bombay, Baroda and Central India	10,899	1,53,350	9,918	63,771	129,629	9,67,385
Eastern Bengal	6,257	46,518	16,296	62,345	11,850	39,386
East Indian	42,570	2,60,128	65,001	4,35,627	36,120	1,85,308
Great Indian Peninsula*	61,138	6,88,710	22,100	1,41,881	111,853	8,25,365
Madras and Southern Mahratta	56,809	4,42,591	15,939	1,04,280	32,511	2,60,764
Nizam's Guaranteed State	7,485	59,239	7,415	4,940	8,052	54,573
North Western	16,251	1,16,513	41,597	2,14,988	254,711	24,54,111
Oudh and Rohilkhand	6,239	40,654	18,933	1,17,994	50,636	1,73,557
South Indian	13,603	1,04,094	35,227	2,13,561	2,567	25,847
3′ 38″ gauge.						
Assam-Bengal	369	3,037	4,388	25,691	218	1,167
Bengal and North-Western	9,648	71,798	25,042	98,678	8,516	42,970
Bengal Doars	108	809	467	3,350	3	11
Bhavnagar State	409	2,023	2,678	11,074	889	30
Bombay, Baroda and Central India	9,464	74,078	7,988	55,889	9,717	53,755
Burma	...	...	6,594	55,694	...	...
Dibru-Sadiya	...	...	...	...	...	...
Gondal	428	1,319	840	2,481	2,538	6,315
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1,891	12,921	1,549	8,430	10,226	46,706
Jamnagar	83	267	17	54	909	4,076
Jodhpur-Bikaner	6,093	26,171	2,230	9,474	7,989	39,456
Junagad State	183	789	139	416	1,950	6,158
Morvi	93	444	3	10	538	23,777
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Cnik Ballapur Light, Kolar District and Mysore Light.	1,747	7,093	400	1,712	101	318
ohilkund and Kumaon	3,118	14,622	931	3,496	4,172	6,812
Udaipur-Chitorgarh	145	772	15	64	383	1,469
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	701	2,775	117	624	967	4,561
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	81	439	9,983	24,197	21	63
Darjeeling-Himalayan (2′ 0″)	75	912	160	1,428	...	...
Other 2′ 6″ and 2′ 0″ gauges	90	3,028	3,804	8,167	4,899	50,046
Total 1920-21	297,155	25,52,387	308,519	17,75 729	710 351	53,28,701
Total 1919-20	40981	35,40,049	279,544	16,51,201	1,005,064	68,65,487
Increase	...	...	28,975	1,24,528	...	...
Decrease	105,826	9,87,662	...	...	294,713	15,36,786

*Excludes the Matheran Light railway for which information is not available.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

				VIII.		IX.	
DER.						GRAIN AND PULSE.	
(3) Bran.		TOTAL.		Fruits and vegetables fresh.		(1) Gram and pulse.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
53	54	55	56	57	58	59	60
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
8,184	91,075	35,318	2,07,793	20,604	2,07,662	98,277	10,35,399
17,194	2,13,202	156,741	12,44,358	46,352	4,61,365	158,567	13,76,787
1,728	5,371	29,874	1,07,102	50,025	3,43,366	95,957	4,35,753
20,071	84,242	121,192	7,05,177	33,256	3,29,863	351,981	22,69,310
34,140	3,73,080	168,093	13,40,326	59,465	5,18,479	490,430	63,90,949
13,015	1,19,176	61,465	4,84,220	81,231	6,61,131	255,957	23,58,054
2,168	16,172	17,635	1,19,685	2,995	21,687	22,719	1,62,702
41,309	3,46,651	338,117	30,15,750	67,593	6,60,061	422,522	24,05,051
...	...	69,569	2,91,551	21,339	1,28,897	135,632	6,74,572
4,340	27,693	42,134	2,67,101	94,725	6,38,337	197,387	6,83,066
1,055	7,598	5,661	33,856	7,577	58,727	13,737	1,01,231
6,777	34,368	40,335	1,76,016	265,800	4,53,621	186,461	9,20,114
234	1,861	704	5,222	187	1,247	85	268
368	2,081	3,935	13,125	600	923	5,736	26,264
11,562	46,756	29,267	1,56,400	51,038	4,40,273	214,334	17,94,832
22,807	64,536	29,401	1,20,230	91,284	9,17,331	† 70,361	† 7,27,869
...	...	...	...	...	...	1,666	9,599
232	664	3,610	9,460	1,373	3,329	8,555	23,516
896	5,392	12,671	80,578	1,454	12,675	38,612	3,51,791
195	617	1,121	4,747	335	1,226	1,331	3,625
2,424	9,798	12,643	58,728	8,193	39,903	55,305	2,34,348
271	1,036	2,360	7,610	1,449	4,862	1,659	5,437
110	418	651	24,205	1,410	5,952	6,145	23,287
1,397	6,456	1,898	8,486	6,865	25,557	17,379	74,745
1,741	4,788	6,844	15,096	10,039	51,670	46,970	1,53,127
7	43	405	1,576	319	1,831	1,081	5,295
53	279	1,137	5,484	37	153	7,229	34,641
4	12	10,008	24,272	1,168	5,574	12,437	29,917
98	2,069	258	3,497	1,217	6,114	1,027	9,742
97	209	8,800	58,422	1,946	4,852	17,113	47,141
192,977	14,65,643	1,211,847	85,70,078	929,838	59,96,693	2,846,652	2,23,68,932
236,995	16,32,724	1,521,603	1,01,49,412	779,168	51,93,805	2,496,865	2,01,04,589
...	...	...	...	150,670	8,02,888	349,737	22,64,343
44,018	1,67,081	309,756	15,79,389	...	...	...	...

† Includes Jawar and Bajra, for which information is not available separately.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	IX Grain (2) Jawar and Bajra.		(3) Rice in the husk.		(4) Rice not in the husk.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
61	62	63	64	65	66	67
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	5,760	41,283	79,879	5,58,500	255,239	27,25,758
Bombay, Baroda and Central India	84,151	6,70,127	8,867	44,771	146,974	14,02,899
Eastern Bengal	...	...	151,806	6,74,608	180,806	7,34,635
East Indian	32,808	1,40,408	56,714	2,07,045	361,137	32,54,616
Great Indian Peninsula*	280,125	34,23,864	3,768	17,430	367,750	33,76,841
Madras and Southern Mahratta	113,271	9,58,284	67,088	2,99,149	395,654	29,01,291
Nizam's Guaranteed State	47,967	3,15,994	2,561	18,247	95,778	7,32,670
North Western	37,456	2,63,207	20,895	92,143	249,409	16,30,704
Oudh and Rohilkhand	22,724	1,12,529	9,395	32,078	59,746	3,25,766
South Indian	10,192	58,212	126,877	7,61,685	259,440	17,24,611
3′ 3½″ gauge.						
Assam-Bengal	7	35	35,274	1,97,253	80,531	6,40,399
Bengal and North-Western	7,654	47,712	65,121	2,94,091	169,195	9,01,453
Bengal Dooars	...	...	6,933	19,479	6,291	23,185
Bhavnagar State	19,432	85,378	46	235	8,562	31,624
Bombay, Baroda and Central India ...	96,340	5,74,153	1,764	8,057	74,748	5,90,258
Burma	...	...	575,202	25,67,961	473,350	31,30,866
Dibru-Sadiya	...	...	...	...	29,551	1,31,162
Gondal	35,273	91,308	98	325	9,262	25,466
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	51,860	4,53,108	300	1,628	39,197	3,18,898
Jamnagar	3,976	9,547	1	3	2,804	5,219
Jodhpur-Bikaner	52,268	2,68,482	2,866	7,026	31,114	1,55,341
Junagad State	9,126	31,534	81	339	7,004	27,590
Morvi	12,572	44,924	89	299	1,858	6,435
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	1,793	6,863	8,998	29,949	13,432	58,408
Rohilkund and Kumaon	12,331	44,082	22,531	87,085	11,306	39,202
Udaipur-Chitorgarh	10	42	52	186	637	3,225
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	15,318	64,035	330	1,194	5,257	24,445
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	407	1,193	933	1,756	2,959	5,625
Darjeeling-Himalayan (2′ 0″)	...	...	7,142	28,444	19,645	1,72,849
Other 2′ 6″ & 2′ 0″ gauge lines ...	8,860	33,706	5,256	12,356	11,598	25,804
Total 1920-21	961,681	77,40,010	1,260,861	39,62,422	3,369,334	2,51,27,245
Total 1919-20	1,081,611	78,01,200	1,613,728	71,86,327	4,618,451	3,30,34,688
Increase	...	...	...	...	...	...
Decrease	119,930	61,190	352,867	12,23,905	1,249,117	79,07,443

* Excludes the Matheran Light railway for which information is not available.

DIX 12—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

—*concld.*

AND PULSE—*concld.*

(5) Wheat.		(6) Wheat flour.		(7) Others.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
68	69	70	71	72	73	74	75
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
35,375	2,98,455	15,831	1,65,097	6,506	37,908	497,361	48,62,400
136,168	13,08,649	30,556	3,10,872	56,593	4,03,793	621,876	55,17,898
7,014	32,810	13,642	94,055	7,523	28,427	456,748	20,00,288
377,163	28,69,915	82,792	4,12,202	83,233	4,73,272	1,345,828	96,27,268
308,267	33,58,597	66,060	5,47,163	40,522	3,32,425	1,556,922	1,74,47,269
21,372	1,84,141	19,359	1,94,874	31,349	2,35,139	904,050	71,30,932
3,066	23,700	3,265	19,225	1,472	4,687	176,828	12,77,225
1,256,037	1,28,29,923	98,057	5,81,604	364,419	23,77,133	2,448,795	2,01,79,765
171,210	8,95,467	30,884	1,44,740	86,146	3,73,269	515,737	25,58,421
1,233	9,279	8,904	70,118	38,407	2,53,076	552,440	35,60,047
9	72	1,456	12,603	468	2,027	131,482	9,53,620
98,065	5,46,616	8,842	75,234	141,103	7,18,979	676,441	35,04,199
...	...	731	4,555	3,612	11,319	17,652	58,806
10,669	39,942	680	2,838	4,068	14,780	49,193	2,01,011
201,207	17,53,645	18,065	1,72,176	112,422	9,07,070	718,880	58,00,191
...	...	...	...	...	...	1,118,913	64,25,796
...	...	...	...	959	7,060	32,176	1,47,821
16,751	42,089	1,937	5,576	3,816	10,055	75,692	1,98,335
25,888	2,16,720	668	4,574	3,112	19,021	159,637	13,65,740
2,175	7,037	166	589	773	1,955	11,226	27,975
88,977	4,45,234	4,351	28,585	46,515	2,42,485	281,396	13,81,451
3,094	11,996	465	1,449	1,033	3,787	22,462	82,132
6,263	24,161	484	2,083	508	1,767	27,919	1,02,956
587	2,398	1,188	5,138	7,316	28,466	50,693	2,05,967
33,212	89,220	4,670	22,458	38,647	1,39,181	169,667	5,74,355
1,347	5,025	108	627	974	3,145	4,209	17,545
2,120	9,190	246	875	255	1,052	30,755	1,35,432
13,571	36,419	236	482	1,437	3,181	31,080	78,573
64	1,008	2,916	33,116	1,925	16,588	32,719	2,61,747
4,793	14,887	603	1,523	4,714	11,485	52,937	1,46,902
2,826,197	2,50,56,595	417,162	29,14,431	1,089,827	66,62,432	12,771,714	9,58,32,067
2,296,878	1,69,81,396	490,674	35,65,472	10,23,691	57,94,948	13,621,898	9,44,68,015
529,319	80,75,199	...	...	66,136	8,68,089	...	13,64,052
...	...	73,512	6,51,041	...	...	850,184	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	X. HIDES AND SKINS. (1) Hides of cattle. (a) Dressed or tanned. Quantity.	(a) Dressed or tanned. Earnings.	(b) Raw. Quantity.	(b) Raw. Earnings.	(2) Skins of sheep, etc. (a) Dressed or tanned. Quantity.	(a) Dressed or tanned. Earnings.	(b) Raw. Quantity.	(b) Raw. Earnings.
76	77	78	79	80	81	82	83	84
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	...	...	7,205	93,066	3	12	2,007	24,446
Bombay, Baroda and Central India	1	23	1,845	23,094	6	61	3,280	38,975
Eastern Bengal	...	...	8,289	1,13,049	...	...	1,508	20,174
East Indian	366	680	13,955	2,64,786	149	115	3,553	64,816
Great Indian Peninsula*	602	27,272	5,353	96,779	8	350	9,585	1,52,628
Madras and Southern Mahratta	1,412	16,444	5,515	76,794	1,213	15,116	17,025	2,44,989
Nizam's Guaranteed State	6	77	676	8,230	...	...	1,784	23,869
North Western	...	...	12,786	1,75,322	19	489	7,443	1,06,219
Oudh and Rohilkhand	...	...	4,033	37,731	...	...	1,468	11,243
South Indian	920	10,985	3,050	28,726	947	15,934	6,459	64,602
3′ 3½″ gauge.								
Assam-Bengal	...	...	1,128	10,215	...	...	116	1,176
Bengal and North-Western...	...	...	5,631	75,464	...	...	1,403	11,798
Bengal Dooars	...	...	403	2,378	...	...	53	254
Bhavnagar State	...	...	67	340	...	...	63	325
Bombay, Baroda and Central India	8	102	2,979	48,006	3	11	2,066	35,237
Burma	...	...	†6,713	†70,865	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...	...	...
Gondal	11	35	55	176	11	38	325	1,207
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	...	...	1,006	8,845	...	2	902	7,865
Jamnagar	...	...	12	60	...	...	41	201
Jodhpur-Bikaner	6	70	1,061	8,395	...	...	1,033	8,280
Junagad State	...	...	37	148	...	2	136	581
Morvi	41	200	6	34	37	206	118	597
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	23	134	50	213	149	703	1,225	6,966
Rohilkund and Kumaon	...	...	1,127	6,552	...	...	188	1,000
Udaipur-Chitorgarh	...	...	17	91	...	...	97	575
2′ 6″ and 2′ 0″ gauges.								
Barsi Light (2′ 6″)	...	...	92	569	...	...	192	1,031
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	7	26	72	703	...	1	11	55
Darjeeling Himalayan (2′ 0″)	...	...	399	3,701	...	...	117	611
Other 2′ 6″ & 2′ 0″ gauge lines	2	3	236	1,126	...	...	465	1,364
Total 1920-21	3,405	56,051	83,778	11,55,958	2,545	32,990	62,663	8,31,084
Total 1919-20	8,707	1,08,081	191,724	22,11,541	4,043	53,077	143,380	17,24,198
Increase	...	...	...	...	...	...	...	...
Decrease	5,302	52,030	107,946	10,55,583	1,498	20,087	80,717	8,93,114

*Excludes the Matheran Light railway for which information is not available.

†Total hides and skins, for which information by sub-heads is not available.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

		XI.		XII.		XIII.	
						Jute.	
Total.		Horns.		Hemp (Indian) and other fibres excluding jute.		(1) Raw.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
85	86	87	88	89	90	91	92
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
9,215	1,17,524	752	10,615	9,885	1,02,935	14,778	69,435
5,132	62,153	54	800	1,115	15,694	16	255
9,797	1,33,223	611	3,293	31,458	62,467	1,046,507	95,92,157
18,023	3,30,397	1,579	18,101	42,695	3,42,511	74,131	2,44,630
15,548	2,77,029	1,321	17,702	5,027	53,749	341	4,495
25,165	3,53,343	919	9,071	4,826	40,087	2,546	27,050
2,466	32,176	242	2,077	400	3,753	49	711
20,248	2,81,980	396	3,421	2,101	24,685	158	774
5,501	48,974	1,319	5,308	13 481	51,285	...	...
11,356	1,20,247	168	1,159	2,843	29,620	48	375
1,244	11,391	27	288	163	1,968	127,034	7,49,492
7,034	87,262	144	1,257	6,529	48,467	8,618	50,312
456	3,132	89	338	...	...	20,694	75,286
130	665	...	1	...	...	...	...
5,056	83,356	98	701	1,764	14,314	917	9,749
6,713	70,865	...	...	...	...	...	...
...	...	...	...	...	...	...	...
402	1,456	1	5	1	4	5	19
1,908	16,712	124	947	249	2,921	22	235
53	261	...	...	...	...	2	7
2,100	16,745	7	93	84	566	63	347
173	731	...	...	...	...	2	17
202	1,037	...	1	...	2	10	52
1,447	8,016	32	165	27	172	5	2
1,315	7,552	48	221	3,677	9,377	130	433
114	666	...	...	4	30	4	10
284	1,600	11	60	139	903	2	10
90	785	2	5	275	1,024	2	4
516	4,312	7	82	...	...	8,598	38,185
703	2,493	32	86	89	548	834	1,727
152,391	20,760,83	7,983	75,800	126,332	8,07,032	1,305,516	1,08,65,747
347,854	40,96,897	6,888	64,281	159,526	10,15,224	1,515,125	1,07,88,935
...	...	1,095	11,519	...	...	...	81,812
195,463	20,20,814	...	...	33,194	2,08,192	210,609	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XIII—*concld.*				XIV.	
	Jute—*concld.*					
	(2) Gunny bags and cloth.		Totals.		Lac.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
93	94	95	96	97	98	99
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	28,332	5,50,856	43,110	6,20,293	13,890	1,86,974
Bombay, Baroda and Central India	14,267	1,33,542	14,283	1,33,797	367	4,895
Eastern Bengal	38,512	1,25,634	1,085,019	97,17,791	1,762	25,995
East Indian	95,273	19,05,416	109,404	21,50,046	17,630	3,21,519
Great Indian Peninsula*	31,835	4,26,487	32,176	4,39,982	1,573	14,765
Madras and Southern Mahratta	28,801	2,67,140	26,347	2,94,190	79	1,536
Nizam's Guaranteed State	2,617	23,741	2,666	24,452	2	23
North Western	71,047	6,05,773	71,205	6,06,547	158	1,537
Oudh and Rohilkhand	16,843	1,44,372	16,843	1,44,372	250	1,825
South Indian	15,846	1,33,074	15,894	1,33,449	333	2,193
3′ 3½″ gauge.						
Assam-Bengal	1,572	12,150	128,606	7,61,642	1,127	5,182
Bengal and North-Western	20,706	1,36,669	29,326	1,88,981	840	9,179
Bengal Dooars	307	1,657	21,001	76,893	...	...
Bhavnagar State	1,173	5,498	1,173	5,498	2	10
Bombay, Baroda and Central India ...	21,279	1,89,350	22,196	1,99,090	883	8,985
Burma	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...
Gondal	1,737	8,777	1,742	8,796	...	...
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	2,439	19,878	2,461	20,113	7	37
Jamnagar	94	354	96	361	1	3
Jodhpur-Bikaner	17,662	84,405	17,723	84,752	1,532	15,011
Junagad State	584	2,506	586	2,523	...	...
Morvi	653	2,517	663	2,569	11	52
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	1,155	5,201	1,160	5,226	2	3
Rohilkund and Kumaon	3,430	13,755	3,560	14,193	39	153
Udaipur-Chitorgarh	173	767	177	777	...	4
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	881	4,612	883	4,622	...	...
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	698	2,491	709	2,495	9	37
Darjeeling Himalayan (2′ 0″)	653	4,980	9,251	43,165	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	1,054	3,244	1,888	4,971	8	37
Total 1920-21	414,625	48,16,848	1,720,141	1,56,82,595	40,505	5,99,955
Total 1919-20	488,419	55,27,472	2,003,544	1,63,11,407	51,245	7,74,612
Increase	...	...	...	...	...	...
Decrease	73,794	7,10,624	283,403	6,28,812	10,740	1,74,657

*Excludes the Matheran Light railway for which information is not available.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

XV.						XVI.			
LEATHER.						LIQUORS.			
(1) Unwrought.		(2) Wrought, excepting boots and shoes.		TOTAL.		(1) Ale and beer.		(2) Wines and spirits of all kinds including country spirits.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
100	101	102	103	104	105	106	107	108	109
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,759	24,427	...	...	1,759	24,427	452	4,428	5,008	40,715
2,152	27,803	603	9,838	2,755	37,641	972	21,203	9,095	1,29,596
82	635	24	139	106	774	236	2,465	1,716	22,724
2,769	58,029	487	9,617	3,256	67,646	4,835	71,340	7,338	1,19,341
2,260	59,231	655	20,676	2,915	79,907	4,241	68,363	11,753	2,06,199
5,801	1,02,565	980	15,931	6,781	1,18,496	2,095	32,008	10,337	97,332
843	11,068	141	1,770	984	12,838	645	4,856	1,481	31,500
1,601	21,884	846	9,431	2,447	31,315	5,475	69,685	6,419	1,72,354
261	2,285	45	535	303	2,820	2,125	16,119	3,349	32,048
271	2,774	465	4,440	736	7,214	1,887	16,655	7,502	80,436
41	222	1	19	42	241	132	1,472	1,154	17,552
189	848	39	533	228	1,381	97	651	1,999	20,415
...	...	...	...	...	...	18	181	220	2,093
151	960	42	203	193	1,163	...	...	63	537
1,490	15,723	214	2,244	1,704	17,967	943	9,925	3,166	57,963
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
48	193	9	30	57	223	2	4	48	141
129	414	108	1,370	237	1,784	75	135	30	156
9	41	...	...	9	41	2	7	3	14
892	8,103	136	751	1,028	8,854	48	424	1,631	18,284
19	62	11	76	30	138	...	...	1	7
123	591	12	67	135	658	1	4	29	196
46	205	30	176	76	381	28	151	847	4,364
6	40	37	247	43	287	34	219	622	3,699
7	34	3	22	10	56	...	6	9	93
...	...	44	236	44	236	...	...	4	17
46	174	...	2	46	176	...	...	...	...
14	181	...	...	14	181	51	333	211	5,811
91	320	25	81	116	401	1	2	259	1,042
21,100	3,33,812	4,957	78,434	26,057	4,17,246	23,835	3,20,636	75,194	10,64,629
28,221	4,17,586	8,198	1,22,145	36,419	5,39,731	41,907	5,20,964	75,813	9,65,889
...	...	...	...	...	...	...	...	...	98,740
7,121	78,774	3,241	43,711	10,362	1,22,485	18,072	2,00,328	619	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway systems.	XVI—*concld.*					
	LIQUORS—*concld.*					
	(3) All other sorts including toddy and fermented liquor other than ale and beer.		TOTAL.		(1) Brass, unwrought.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
110	111	112	113	114	115	116
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	...	...	5,460	45,143	1,379	17,668
Bombay, Baroda and Central India ...	...	...	10,967	1,50,799	4,613	1,14,281
Eastern Bengal	...	...	1,952	25,189	1,706	3,558
East Indian	4	93	12,177	1,90,774	7,253	87,254
Great Indian Peninsula*	31	197	16,025	2,74,759	7,953	1,59,807
Madras and Southern Mahratta	13,018	77,178	25,450	2,06,518	2,134	26,294
Nizam's Guaranteed State	2,638	22,173	4,759	58,529	134	1,522
North Western	...	...	11,894	2,42,039	908	9,369
Oudh and Rohilkhand	145	680	5,619	48,847	1,788	13,334
South Indian	1,426	10,235	10,315	1,07,326	1,990	18,154
3′ 3½″ gauge.						
Assam-Bengal	...	...	1,286	19,024	23	254
Bengal and North-Western	...	...	2,036	21,066	962	8,910
Bengal Dooars	...	...	238	2,274	63	310
Bhavnagar State	...	...	63	537	285	1,550
Bombay, Baroda and Central India ...	8	92	4,117	67,980	2,454	28,482
Burma	...	...	...	...	...	...
Dibru-Sadiya	619	4,867	619	4,867	...	...
Gondal	63	258	113	403	7	15
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	1,489	11,554	1,594	11,845	50	498
Jamnagar	250	944	255	965	14	44
Jodhpur-Bikaner	...	4	1,679	18,712	430	3,966
Junagad State	82	283	83	290	7	37
Morvi	2	19	32	219	20	86
Mysore, Birur-Shimoga, Chickjajur Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	2,223	9,043	3,098	13,558	89	464
Rohilkund and Kumaon	...	...	656	3,918	41	273
Udaipur-Chitorgarh	...	...	9	99	11	65
2′ 6″ & 2′ 0″ gauges.						
Barsi Light (2′ 6″)	100	552	104	569	4	18
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	16	51	16	51	60	233
Darjeeling Himalayan (2′ 0″)	...	...	262	6,144	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	19	91	279	1,135	12	52
Total 1920-21	22,128	1,38,314	121,157	15,28,579	34,390	4,96,498
Total 1919-20	19,780	1,24,995	137,500	16,11,848	25,541	3,55,988
Increase	2,348	13,319	...	...	9,849	1,40,510
Decrease	...	...	16,343	88,269	...	...

*Excludes the Matheran Light railway for which information is not available.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

XVII. METALS.							
(2) Brass, manufactures.		(3) Copper, unwrought.		(4) Copper, manufactures.		(5) Iron and Steel. Unwrought (dust, slag, pig and old for re-manufacture).	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
117	118	119	120	121	122	123	124
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,872	28,574	2,775	39,278	1,073	19,122	82,912	2,72,687
1,344	22,700	2,627	66,624	577	11,817	1,826	19,188
2,709	21,280	1,220	4,102	869	11,661	1,956	6,127
5,976	91,953	1,586	30,340	909	18,030	56,510	2,50,445
3,247	58,987	2,633	36,544	1,134	16,719	15,259	1,36,296
1,481	20,578	1,054	13,043	502	8,599	8,211	70,735
407	4,787	44	643	47	662	141	1,300
635	11,579	394	5,966	405	8,896	3,451	40,368
1,960	20,593	307	1,794	189	2,620	1,902	11,357
1,841	19,867	473	4,105	217	2,168	6,884	43,405
474	5,609	6	42	3	42	618	2,650
2,092	25,536	59	647	212	2,363	1,715	10,625
...	...	...	...	...	...	...	...
74	378	256	1,368	42	221	7	53
1,277	13,128	1,337	13,499	273	4,332	2,320	16,710
...	...	...	...	...	...	...	...
...	...	...	...	...	...	5,548	41,244
70	139	5	16	47	134	23	46
115	1,420	8	153	10	158	46	312
10	34	14	58	6	18	...	...
129	1,296	121	847	67	536	1,123	4,454
24	112	7	35	24	111	...	...
62	245	8	41	26	103	9	36
248	1,513	32	147	74	366	137	785
1,074	6,255	8	39	157	1,004	400	1,705
7	54	6	45	7	64	71	335
96	571	...	4	22	122	...	...
91	354	4	15	5	28	300	789
44	567	...	...	92	1,061	6	69
45	230	43	98	16	52	403	1,150
27,404	3,58,339	15,027	2,19,493	7,005	1,11,009	191,778	9,32,871
23,329	3,01,790	12,091	1,68,640	6,324	91,930	186,182	9,92,599
4,075	56,549	2,936	50,853	681	19,079	5,596	...
...	...	...	...	...	...	...	59,728

APPEN

-Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XVII

METALS

Railway system.	(5) Iron and Steel—*concld.* Wrought. (a) Bars, sheets, girders and other commercial forms of iron and steel.		(b) Machinery and millwork.		(c) Other manufactures including hardware and cutlery.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
125	126	127	128	129	130	131
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	85,546	5,86,416	21,021	1,38,072	21,889	2,40,517
Bombay, Baroda and Central India.... ...	46,776	6,90,235	18,482	3,09,666	11,573	2,23,509
Eastern Bengal	36,388	1,42,753	11,179	66,643	26,336	1,83,338
East Indian	115,622	16,80,254	27,797	2,51,027	62,080	8,64,184
Great Indian Peninsula*	64,169	7,90,120	16,897	2,36,991	28,865	4,28,665
Madras and Southern Mahratta	38,190	3,73,655	10,651	1,36,661	24,052	2,80,677
Nizam's Guaranteed State	2,556	22,107	1,176	13,416	7,683	70,765
North Western	65,533	6,68,532	7,038	1,00,743	25,611	3,90,795
Oudh and Rohilkhand	8,996	75,176	1,477	11,180	9,105	66,894
South Indian	19,222	1,64,633	5,634	66,851	10,071	1,12,046
3′ 3″ gauge.						
Assam-Bengal	3,819	39,213	2,188	24,520	6,210	64,094
Bengal and North-Western	8,184	56,294	5,914	35,977	6,901	49,879
Bengal Doears	1,870	18,934	419	8,438	...	...
Bhavnagar State	1,698	8,355	614	2,793	491	2,388
Bombay, Baroda and Central India ...	23,035	2,38,791	6,252	52,117	6,874	62,329
Burma	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...
Gondal	649	1,935	486	1,498	1,516	4,468
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	2,724	24,577	885	9,793	1,854	18,777
Jamnagar	86	233	76	502	478	1,848
Jodhpur-Bikaner	3,154	16,285	632	3,808	2,489	18,262
Junagad State	504	1,387	380	1,344	357	1,282
Morvi	146	513	144	517	387	1,644
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	2,591	11,889	3,082	7,842	2,393	9,467
Rohilkund and Kumaon	1,676	10,361	786	2,993	2,943	16,926
Udaipur-Chitorgarh	250	1,231	15	75	102	632
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	679	3,189	124	693	302	1,413
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	424	1,394	163	571	182	755
Darjeeling Himalayan (2′ 0″)	...	...	58	849	1,520	17,252
Other 2′ 6″ & 2′ 0″ gauge lines	1,502	5,671	574	1,902	624	2,822
Total 1920-21	535,989	56,34,133	144,144	14,87,482	262,888	31,35,628
Total 1919-20	416,506	42,57,777	103,549	10,61,009	225,173	26,34,645
Increase	119,483	13,76,356	40,595	4,26,473	37,715	5,00,983
Decrease	...	...	...	...	...	...

*Excludes the Matheran Light railway for which information is not available.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

—*concld.*						XVIII.	
—*concld.*						MINERAL SUBSTANCES.	
(6) Metallic ores.		(7) Others.		TOTAL.		(1) Marble and stone.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
132	133	134	135	136	137	138	139
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,316,475	51,20,298	5,340	96,986	1,540,282	65,59,628	113,661	2,22,479
81,314	3,70,563	5,172	1,19,789	174,304	19,48,372	176,502	5,04,120
...	...	33,305	74,645	115,668	5,14,107	48,256	52,378
5,634	40,127	12,598	1,61,503	295,965	34,75,117	410,865	9,87,959
343,895	28,15,006	9,996	1,29,925	494,048	48,09,060	370,342	14,67,218
40,160	2,21,855	10,990	97,014	137,425	12,49,111	103,575	4,10,461
...	...	609	7,838	12,797	1,23,040	144,551	2,57,958
5,798	53,052	8,198	1,14,043	117,971	14,03,343	319,489	8,99,605
...	...	3,567	24,636	29,291	2,27,584	27,904	57,192
68	583	6,919	72,164	53,319	5,03,976	112,961	2,23,935
...	...	1,934	19,222	15,275	1,55,646	47,075	1,73,276
6	67	3,801	32,296	29,846	2,22,594	11,589	44,069
...	...	1,069	15,854	3,421	43,536	17,750	23,770
...	...	264	1,450	3,781	18,556	19,098	24,391
38	151	3,463	34,459	47,323	4,63,998	182,190	4,09,863
40,081	1,21,139	26,300	4,19,126	66,381	5,40,265	†311,186	†5,49,566
...	...	1,946	14,492	7,494	55,736	4,328	9,090
...	...	43	101	2,846	8,352	181,080	1,73,939
1	22	167	1,296	5,860	57,006	5,003	15,207
...	...	17	86	701	2,823	14,462	35,497
2	16	1,313	9,861	9,460	59,331	84,572	2,03,884
...	...	3	12	1,306	4,320	59,568	51,106
5	16	89	343	896	3,544	22,039	23,167
24,702	27,129	252	1,246	33,600	60,848	6,208	16,070
...	...	337	3,359	7,922	43,415	4,005	8,085
...	...	45	293	514	2,794	1,207	2,681
...	...	86	438	1,313	6,448	1,955	4,867
...	...	121	521	1,350	4,660	1,544	3,480
15	124	1	24	1,736	19,946	7,537	11,595
81,328	1,03,487	178	779	84,725	1,16,233	247,457	3,57,771
1,939,522	88,73,635	138,623	14,54,301	3,296,770	2,27,03,389	3,055,959	72,30,679
1,347,642	43,68,668	123,327	12,55,340	2,469,664	1,54,88,386	2,214,299	48,68,815
591,880	45,04,967	15,296	1,98,961	827,106	72,15,003	841,660	23,61,864
...	...	...	...	...	...	...	...

† Includes Chalk and Lime for which information is not available separately.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XVIII—*concld.*					
	MINERAL SUBSTANCES.—*concld.*					
	(2) Chalk and lime.		(3) Others.		TOTAL.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
140	141	142	143	144	145	146
5′ 6″ gauge.	Tons.	Rs.	Tons	Rs.	Tons.	Rs.
Bengal-Nagpur	331,495	6,19,235	3,859	35,638	449,015	8,77,352
Bombay, Baroda and Central India	19,695	53,890	109	2,137	196,306	5,60,147
Eastern Bengal	57,149	1,46,691	...	...	103,405	1,99,069
East Indian	300,800	15,60,768	5,182	61,373	716,847	26,10,100
Great Indian Peninsula*	103,155	2,18,664	467	7,274	478,984	16,93,156
Madras and Southern Mahratta	46,415	1,08,620	8,002	41,297	157,992	5,60,378
Nizam's Guaranteed State	664	7,087	16	124	145,231	2,65,169
North Western...	64,170	3,08,865	2	42	383,661	12,08,012
Oudh and Rohilkhand	78,099	1,02,555	43,914	33,282	149,917	1,93,029
South Indian	16,919	1,00,140	13,011	37,256	142,891	3,67,331
3′ 3¾″ gauge.						
Assam-Bengal	10,583	58,906	13	78	57,671	2,32,260
Bengal and North-Western	42,552	1,29,684	44	543	54,185	1,74,296
Bengal Dooars	2,214	17,497	309	1,998	20,273	43,265
Bhavnagar State	13,310	27,148	...	...	32,408	51,539
Bombay, Baroda and Central India	28,108	87,774	115	1,563	210,413	4,99,200
Burma	...	...	...	...	311,186	5,49,566
Dibru-Sadiya	8,746	23,381	1	5	13,075	32,476
Gondal	34,656	51,355	6	19	215,742	2,25,813
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	797	3,791	...	6	5,800	19,004
Jamnagar	1,980	4,914	191	560	16,633	40,971
Jodhpur-Bikaner	26,239	41,463	21	190	110,832	2,45,537
Junagad State	4,849	4,899	1,365	2,924	65,782	58,929
Morvi	1,778	1,922	...	1	23,817	25,090
Mysore, Birur-Shimoga, Chickjajur—Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	279	900	2,575	4,286	9,062	21,256
Rohilkund and Kumaon	10,110	15,517	...	...	14,115	23,602
Udaipur-Chitorgarh	11	28	...	...	1,218	2,709
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	20	92	...	...	1,975	4,959
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	1,402	3,768	...	...	2,946	7,248
Darjeeling Himalayan (2′ 0″)	1,917	17,031	...	...	9,454	28,626
Other 2′ 6″ & 2′ 0″ gauge lines	44,292	63,527	429	1,351	292,178	4,22,649
Total 1920-21	1,257,404	37,79,612	79,651	2,31,947	4,393,014	1,12,42,238
Total 1919-20	1,202,278	31,72,247	61,739	2,25,863	3,478,316	82,66,925
Increase...	55,126	6,07,365	17,912	6,084	914,698	29,75,313
Decrease	...	...	...	...	...	...

* Excludes the Matheran Light railway for which information is not available.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

XIX							
Oils.							
(1) Kerosene.		(2) Castor.		(3) Cocoanut.		(4) Mustard and rape.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
147	148	149	150	151	152	153	154
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
44,209	8,28,389	932	12,656	2,847	32,314	2,669	24,373
32,408	4,95,292	2,980	22,731	2,319	39,071	241	3,132
222,281	6,95,979	202	1,486	2,309	21,301	9,224	48,855
134,231	20,95,462	2,188	24,232	1,847	15,355	9,470	1,01,577
85,908	15,80,130	3,187	29,910	3,565	48,736	203	3,484
92,244	9,85,439	4,897	55,162	9,579	1,14,427	4	20
7,120	63,971	3,174	23,854	191	1,285	...	...
28,863	14,23,303	892	11,166	1,714	22,138	1,351	9,279
24,720	2,44,948	1,230	11,406	248	1,283	1,847	11,536
68,257	6,54,426	2,597	24,646	13,284	1,15,520	50	498
77,200	4,37,419	47	470	176	1,681	1,995	12,277
37,418	2,37,706	1,481	12,287	225	1,367	3,119	18,701
2,789	13,952	4	47	55	346	494	3,119
2,657	10,738	218	938	69	304	262	660
16,014	1,30,280	1,414	11,378	1,343	11,290	2,055	28,240
42,503	4,97,926	...	...	...	...	...	...
...	...	...	...	...	...	...	...
5,106	12,214	108	341	57	141	...	...
4,188	36,277	1,129	8,883	256	2,029	...	...
740	991	2	5	6	20	...	...
13,345	1,37,277	220	1,275	2,308	18,625	129	1,060
1,811	6,563	68	197	66	280	...	2
1,251	6,087	160	614	7	31	2	6
6,675	29,637	619	2,362	160	588	...	...
3,298	12,715	197	1,171	1	8	758	4,918
466	2,975	10	51	6	32	4	28
1,807	7,860	24	132	262	1,049	...	...
349	1,400	7	23	3	24	44	133
1,623	15,310	3	39	64	920	922	10,076
1,951	7,050	216	586	225	767	521	1,256
961,422	1,06,71,716	28,209	2,58,048	43,192	4,50,932	35,364	2,83,225
1,059,656	1,08,50,566	28,239	2,49,090	59,945	6,34,001	34,684	2,55,579
...	...	...	8,958	...	...	680	*27,646
98,224	1,78,850	30	...	16,753	1,33,069	...	...

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XIX—*concld.*					
	Oils—*concld.*				Oil-	
	(5) Others.		Total.		(1) Castor.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
155	156	157	158	159	160	161
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	8,599	1,18,881	59,256	10,16,613	2,806	21,157
Bombay, Baroda and Central India	16,013	2,91,321	53,961	7,61,547	8,435	54,050
Eastern Bengal	8,960	22,443	242,976	7,90,064	717	5,065
East Indian	11,615	1,48,658	159,351	23,85,284	24,230	1,68,633
Great Indian Peninsula*	32,296	5,93,489	125,159	22,55,699	18,977	1,53,035
Madras and Southern Mahratta	41,731	5,53,098	148 455	17,08,146	14,950	95,600
Nizam's Guaranteed State	2,005	17,293	12 490	1,06,403	28,728	2,28,681
North Western	15,139	1,92,806	47,959	16,58,692	500	1,702
Oudh and Rohilkhand	3,692	39,996	31,737	3,09,169	1,958	8,356
South Indian	43,004	3,41,919	127,192	11,37,009	3,685	22,811
3′ 3½″ gauge.						
Assam-Bengal	643	8,850	80,061	4,60,697	79	478
Bengal and North-Western	798	5,811	43,044	2,25,872	13,701	49,536
Bengal Dooars	284	2,407	3,626	19,871	...	...
Bhavnagar State	768	3,038	3,974	15,678	714	2,870
Bombay, Baroda and Central India ...	3,932	38,267	24,758	2,19,455	13,556	54,391
Burma	7,223	59,448	49,726	5,57,874	...	...
Dibru-Sadiya	14,710	55,129	14,710	55,129	...	...
Gondal	548	1,651	5,819	14,347	1,164	3,199
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1,501	12,767	7,074	59,956	3,317	28,246
Jamnagar	128	579	876	1,595	232	359
Jodhpur-Bikaner	1,713	8,207	17,715	1,66,444	1,831	7,447
Junagad State	603	2,199	2,548	9,241	1,254	4,579
Morvi	256	957	1,676	7,695	515	1,929
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	831	3,929	8,285	36,516	332	1,379
Rohilkund and Kumaon	198	1,287	4,452	20,094	3,416	13,263
Udaipur-Chitorgarh	57	344	543	3,430	...	3
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	583	3,231	2,676	12,272	16	78
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	10	32	413	1,612	23	41
Darjeeling Himalayan (2′ 0″)	74	939	2,686	27,284	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	308	974	3,221	10,633	825	2,187
Total 1920-21	218,222	24,39,900	1,286,419	1,41,03,821	156,961	9,33,575
Total 1919-20	200,863	21,02,675	1,383,387	1,40,91,911	123,044	7,78,073
Increase	17,359	3,37,225	...	11,910	27,917	1,55,502
Decrease	...	...	96,968	...	...	...

* Excludes the Matheran Light railway for which information is not available.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

XX

OIL SEEDS.

(2) Earthnuts.		(3) Linseed.		(4) Poppy.		(5) Rape and mustard.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
162	163	164	165	166	167		169
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
30,097	3,75,609	11,177	1,04,890	1,326	8,040	15,947	1,52,600
4,937	48,086	18,153	1,83,359	2,994	35,108	18,884	2,28,625
...	...	12,857	60,005	...	...	45,344	2,31,854
889	7,787	119,201	7,84,260	5,409	35,718	160,717	13,13,067
25,265	3,17,034	85,684	11,11,111	4,487	58,015	32,174	3,39,484
69,241	6,98,450	2,393	18,737	980	10,153	3,035	36,647
1,369	12,116	950	3,124	100	722	92	621
1,207	17,819	12,681	56,393	826	5,146	144,133	13,35,564
428	3,632	17,758	82,635	5,841	32,772	65,648	4,17,814
94,690	6,72,457	23	307	121	947	1,346	9,245
...	3	75	342	2	13	6,758	61,919
155	1,357	12,575	5,03,750	2,401	13,529	63,839	3,36,936
...	...	...	...	...	...	1,113	4,050
1,676	7,815	4	13	8	34	47	140
3,759	39,891	18,508	1,02,579	3,603	20,526	65,015	3,40,409
†16,181	†1,49,300	...	...	...	...	...	...
...	...	...	...	...	...	...	...
3,728	14,628	3	11	1	3	53	119
592	6,517	5,421	39,243	55	488	40	287
230	963	...	1	1	2	...	...
192	1,175	22,114	85,173	1,017	3,952	102,189	4,14,341
425	2,109	...	...	1	2	16	64
195	932	246	941	...	1	2	10
1,863	6,980	2	13	54	180	103	379
195	1,486	2,606	8,740	1,527	3,855	17,258	56,402
19	151	41	70	280	548	122	697
2,456	10,269	1,744	9,897	30	187	9	49
17	94	...	...	...	4	1,595	3,265
21	378	...	...	...	...	706	2,741
1,106	5,090	2,396	8,303	7	15	879	1,956
260,983	24,02,081	446,612	31,58,897	31,071	229,810	747,064	52,89,335
307,036	31,84,143	439,230	30,10,060	40,813	304,419	491,552	41,63,825
...	...	7,882	1,48,837	...	...	255,512	11,25,510
46,053	7,82,062	...	...	9,742	74,609	...	...

†Includes Til or Jinjili for which information is not available separately.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XX—*concld.*						XXI.	
	Oil-seeds—*concld.*							
	(6) Til or jinjili.		(7) Others.		Total.		Opium.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
170	171	172	173	174	175	176	177	178
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	18,372	99,379	24,439	2,61,692	104,164	10,23,367	80	2,997
Bombay, Baroda and Central India ...	17,832	1,56,650	103,084	6,93,725	174,319	13,99,603	68	1,258
Eastern Bengal	1,410	5,465	2,017	10,223	62,345	3,12,612	11	213
East Indian	6,812	50,431	75,835	4,80,115	393,093	28,40,011	1,479	33,617
Great Indian Peninsula*	32,690	3,93,559	239,965	31,75,183	439,242	55,52,421	82	3,527
Madras and Southern Mahratta	32,844	3,98,821	99,869	11,01,288	223,312	23,59,696	41	1,471
Nizam's Guaranteed State	6,645	46,135	18,076	1,27,381	55,960	4,18,780	...	...
North Western	3,972	27,357	30,514	2,29,741	193,833	16,73,722	56	1,575
Oudh and Rohilkhand	3,611	23,276	22,443	1,29,441	117,687	6,97,926	714	15,260
South Indian	27,549	2,10,619	883	7,162	128,297	9,23,048	13	468
3′ 3¾″ gauge.								
Assam-Bengal	1,619	10,330	119	891	8,652	73,976	4	79
Bengal and North-Western	5,994	45,321	4,239	24,544	202,904	9,75,023	2,666	37,969
Bengal Dooars	...	...	7	153	1,120	4,203	...	...
Bhavnagar State	5,046	19,527	11,743	45,006	19,238	75,405	...	...
Bombay, Baroda and Central India ...	22,927	1,96,972	141,891	12,20,593	269,259	19,75,361	274	8,762
Burma	...	...	...	...	16,181	1,49,300	...	...
Dibru-Sadiya	...	...	...	...	...	...	...	...
Gondal	5,734	14,720	24,982	61,530	35,665	94,210	...	...
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	2,269	19,249	42,853	3,39,380	59,547	4,33,410	...	...
Jamnagar	744	2,002	6,163	10,607	7,430	13,937	...	...
Jodhpur-Bikaner	7,971	39,750	†39,562	‡1,39,301	174,866	6,91,039	7	165
Junagad State	1,464	5,445	12,872	51,870	16,032	64,069	...	...
Morvi	2,715	8,216	8,908	33,507	12,581	45,536	8	61
Mysore, Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore Chik-Ballapur Light, Kolar District and Mysore Light.	3,282	12,296	§4,200	‖12,736	9,836	33,913	...	...
Rohilkund and Kumaon	2,723	9,339	5,834	19,155	33,559	1,12,240	3	42
Udaipur-Chitorgarh	89	481	1,341	5,060	1,892	7,010	20	156
2′ 6″ and 2′ 0″ gauges.								
Barsi Light (2′ 6″)	63	250	10,457	54,943	14,775	75,623	2	16
Sihahdara (Delhi)-Saharanpur Light (2′ 6″) ...	9	23	6,247	18,293	7,891	16,720	...	...
Darjeeling Himalayan (2′ 0″)	...	...	...	...	727	3,119	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	904	3,475	7,175	16,992	13,292	33,018	1	3
Total 1920-21	215,290	17,99,088	945,718	82,65,512	2,797,699	2,30,78,29	5,529	1,07,639
Total 1919-20	310,655	24,48,903	966,031	82,28,821	2,678,361	2,21,18,244	8,198	1,74,157
Increase	...	...	...	36,691	119,338	...	...	...
Decrease	95,365	6,49,815	20,313	...	...	39,946	2,669	66,518

* Excludes the Matheran Light railway for which information is not available.
† Includes 36,561 tons of cotton seeds.
‡ Includes Rs. 1,27,923 for cotton seeds.
§ Includes 25 tons of cotton seeds.
‖ Includes Rs. 60 for cotton seeds.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

XXII.		XXIII.							
		Provisions.							
Paper and pasteboard.		(1) Dried fruits and nuts.		(2) Ghee.		(3) Others.		Total.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
179	180	181	182	183	184	185	186	187	188
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
4,804	94,058	12,207	1,79,900	2,974	61,199	8,171	1,05,822	23,352	3,46,921
3,837	81,259	34,686	5,29,561	6,057	1,19,806	39,262	3,48,031	80,005	9,97,398
16,059	44,118	2,896	16,832	474	4,965	6,280	53,574	9,650	75,371
19,634	3,21,564	8,905	1,40,927	13,288	2,17,282	106,070	10,64,877	128,263	14,23,086
8,317	1,32,237	54,723	8,45,778	13,828	1,96,251	34,658	3,90,060	103,209	14,32,089
6,363	99,694	68,722	7,70,775	7,916	1,14,895	51,621	4,69,343	128,259	13,55,013
535	4,412	22,051	2,27,073	1,046	17,996	3,386	24,674	26,483	2,69,743
7,078	1,22,998	39,826	8,51,906	12,532	1,44,542	25,922	2,75,662	78,280	12,72,110
4,899	43,520	2,950	22,202	4,545	28,178	5,856	46,280	13,351	96,660
3,969	63,833	2,535	37,228	2,577	25,947	64,198	5,69,605	69,310	6,32,780
468	4,395	1,509	20,834	263	3,832	4,089	36,071	5,861	60,737
3,682	13,299	2,219	21,171	6,470	75,411	10,983	64,957	19,672	1,61,539
53	452	...	...	4	48	871	5,561	875	5,609
121	724	1,885	8,769	807	4,882	4,189	14,548	6,881	28,199
1,609	16,268	17,010	1,97,274	7,975	1,10,702	12,954	89,955	37,939	3,97,931
...	...	...	...	...	...	28,615	3,55,660	28,615	3,55,660
...	...	...	...	...	...	408	3,627	408	3,627
165	400	2,060	5,327	1,379	4,798	12,354	30,693	15,793	40,818
152	2,100	7,411	57,503	269	2,763	5,338	30,411	13,018	90,677
17	69	9	21	56	283	3,237	9,620	3,302	9,924
630	5,425	6,097	39,588	9,572	72,258	1,479	8,943	17,148	1,20,789
83	250	641	2,657	965	4,823	3,409	10,796	5,015	18,276
159	625	2,925	7,880	371	1,677	1,229	4,901	4,525	14,458
230	1,222	2,000	6,640	238	1,778	4,551	15,066	6,809	23,484
98	661	752	4,494	586	3,887	2,426	13,876	3,764	22,257
39	283	533	2,838	169	1,186	634	3,055	1,336	7,079
36	167	1,762	7,421	62	357	249	1,344	2,073	9,122
24	111	31	176	320	1,256	456	2,067	837	3,499
101	2,107	88	1,586	104	852	11,487	1,05,105	11,679	1,07,543
30	143	1,155	4,127	1,478	6,696	5,789	14,999	8,422	25,822
83,192	10,56,394	297,588	40,10,488	96,345	12,28,550	460,201	41,69,183	854,134	94,08,221
70,657	8,53,736	330,751	40,36,018	96,025	12,61,444	451,794	43,69,004	878,570	96,66,466
12,535	2,02,658	...	...	320	...	8,407	...	...	...
...	...	33,163	25,530	...	32,894	...	1,99,821	24,436	2,58,245

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	RAILWAY PLANT AND ROLLING-STOCK CAR					
	(1) Locomotive engines and tenders, and parts thereof.		(2) Carriages and trucks and parts thereof.		(a) Steel rails and fish-plates.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
189	190	191	192.	193	194	195
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	1,041	13,227	3,705	28,363	53,028	2,14,070
Bombay, Baroda and Central India	313	5,114	423	13,565	6,765	41,470
Eastern Bengal	18	144	1,099	782	1,363	6,168
East Indian	597	3,725	6,871	27,419	9,583	62,313
Great Indian Peninsula*	130	1,178	325	1,519	15,090	94,227
Madras and Southern Mahratta	326	2,412	1,148	17,443	6,903	69,216
Nizam's Guaranteed State	62	786	...	...	147	1,453
North Western	11	204	2	74	...	...
Oudh and Rohilkhand	...	...	...	...	8,990	71,915
South Indian	17	149	133	944	169	207
3′ 3¾″ gauge.						
Assam-Bengal	6	32	...	...	917	9,511
Bengal and North-Western	...	...	222	1,619	1,791	12,923
Bengal Doors	9	157	...	...	39	574
Bhavnagar State	12	16	...	...	884	1,363
Bombay, Baroda and Central India ...	100	510	411	4,446	7,246	15,541
Burma	...	...	...	...	...	...
Dibru Sadiya	...	...	...	...	...	...
Gondal	14	24	104	115	3,725	3,334
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	...	...	...	...	41	1,608
Jamnagar	1	1	...	...	4	15
Jodhpur-Bikaner	676	2,130	1,976	5,978	11,030	27,812
Junagad State	...	...	154	44	3,150	1,534
Morvi	138	524	...	...	2,219	2,995
Mysore, Birur-Shimo Chickjajur-Chitaldrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	192	495	43	179	2,848	5,759
Rohilkund and Kumaon	...	...	...	...	2	3
Udaipur-Chitorgarh	3		7	22	21	88
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	4	26	...	...	...	...
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	...	...	...	...	...	...
Darjeeling Himalayan (2′ 0″)	...	...	...	...	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	...	...	...	...	53	193
Total 1920-21	3,670	30,860	16,623	1,05,512	136,014	6,44,295
Total 1919-20	3,920	31,215	23,223	82,403	127,549	5,56,103
Increase	...	...	...	23,109	8,465	88,192
Decrease	250	355	6,600	...	24,258	...

* Excludes the Matheran Light Railway for which information is not available.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

XXIV.						XXV	
RIED FOR THE PUBLIC AND FOREIGN RAILWAYS.							
(3) *Materials.*				Total.		Salt.	
(*b*) Sleepers and keys of steel and cast-iron.		(*c*) Others.					
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
196	197	198	199	200	201	202	203
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
1,543	13,843	94,429	4,24,283	153,746	6,93,786	143,392	11,99,605
12	201	31,265	99,415	38,778	1,62,765	205,525	8,02,536
6	8	4,932	4,995	7,418	12,097	129,163	6,65,817
210	614	86,005	3,18,173	103,266	4,12,244	354,679	14,25,778
18,889	1,15,178	5,797	37,298	40,231	2,49,400	224,831	22,40,185
827	4,136	31	250	9,235	93,457	120,812	9,06,837
53	—93	...	...	262	2,146	34,399	2,29,823
...	...	39,141	2,19,477	39,154	2,19,755	173,689	13,54,226
...	...	12,558	93,507	21,548	1,65,422	77,000	4,57,261
271	1,930	5,637	19,255	6,227	22,485	152,596	8,94,744
34	534	25,668	34,231	26,625	44,368	48,364	2,27,114
...	...	...	...	2,013	14,542	149,498	8,37,359
...	...	...	...	48	731	5,262	16,910
7	8	7,600	11,779	8,503	13,166	3,277	6,676
40	152	959	3,345	8,756	23,994	251,118	23,52,682
...	...	...	...	...	...	42,625	5,12,077
...	...	...	...	...	...	1,373	6,167
7,056	7,829	572	700	11,471	12,002	4,507	6,904
43	241	...	...	84	1,849	17,426	1,50,149
...	...	27	63	32	79	151	364
...	...	3,300	9,699	16,988	45,619	35,716	1,67,313
...	...	711	542	4,015	2,120	2,142	3,627
1,270	1,574	739	979	4,366	6,072	1,525	2,188
330	498	839	940	4,252	7,871	18,510	30,787
...	...	...	...	3	3	30,204	1,25,134
...	...	...	...	31	116	633	3,113
...	...	...	...	4	26	4,521	19,241
...	...	...	...	...	...	1,104	2,826
...	...	2,210	3,886	2,210	3,886	3,908	38,797
...	...	2,404	2,441	2,457	2,637	6,026	18,930
30,591	1,46,653	324,824	12,85,258	5 11,722	22,12,578	2,238,976	1,47,05,167
28,170	1,62,056	283,023	12,88,584	465,885	20,70,361	2,433,604	1,59,33,265
2,421	...	41,801	46,674	45,337	1,42,217	...	...
...	15,403	...	...	...	...	244,628	12,88,098

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	XXVI. Saltpetre and other saline substances.					
	(1) Saltpetre.		(2) Other saline substances.		Total.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
204	205	206	207	208	209	210
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	294	4,097	1,174	11,312	1,468	15,409
Bombay, Baroda and Central India	3,018	40,690	1,323	12,689	4,341	53,379
Eastern Bengal	119	976	2,969	12,006	3,088	12,982
East Indian	19,533	2,15,926	9,344	56,566	28,877	2,72,492
Great Indian Peninsula *	2,575	22,236	1,586	10,857	4,161	33,093
Madras and Southern Mahratta	1,017	10,206	236	1,825	1,253	12,031
Nizam's Guaranteed State	173	1,787	468	3,135	641	4,922
North Western	10,907	93,886	4,314	33,512	15,221	1,27,398
Oudh and Rohilkhand	703	3,205	3,646	10,089	4,349	13,294
South Indian	504	3,180	5	37	509	3,217
3′ 3½″ gauge.						
Assam-Bengal	...	2	313	2,419	313	2,421
Bengal and North-Western	11,532	48,228	7,468	28,781	19,000	77,009
Bengal Dooars	...	...	336	936	336	936
Bhavnagar State	112	409	...	...	112	409
Bombay, Baroda and Central India ...	4,969	35,722	2,227	16,651	7,196	52,373
Burma	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...
Gondal	9	24	42	130	51	154
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad Gadwal.	219	1,835	138	848	357	2,683
Jamnagar	2	8	16	50	18	58
Jodhpur-Bikaner	405	2,149	3,270	13,749	3,675	15,898
Junagad State	...	1	...	...	...	1
Morvi	9	36	33	118	42	154
Mysore, Birur-Shimoga, Chickjajur Chitaldrug, Bangalore Chick Ballapur Light, Kolar District and Mysore Light.	18	76	1	4	19	80
Rohilkund and Kumaon	14	46	2,167	5,701	2,181	5,747
Udaipur-Chitorgarh	17	101	43	225	60	326
2′ 6″ and 2′ 0″ gauges						
Barsi Light (2′ 6″)	101	468	13	76	114	544
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	110	360	216	463	326	823
Darjeeling Himalayan (2′ 0″)	...	...	...	...	...	...
Other 2′6″ & 2′ 0″ gauge lines	44	130	376	755	420	885
Total 1920-21	56,494	4,85,784	41,724	2,22,934	98,128	7,08,718
Total 1919-20	58,986	5,00,576	65,448	3,52,277	124,434	8,52,853
Increase	...	...	...	...	...	...
Decrease	2,582	14,792	23,724	1,29,343	26,306	1,44,135

* Excludes the Matheran Light Railway for which information is not available.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

XXVII.									
SILK.									
(1) Raw.				(2) Piece-goods.				Total.	
(*a*) Foreign.		(*b*) Indian.		(*a*) Foreign.		(*b*) Indian.			
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
211	212	213	214	215	216	217	218	219	220
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
...	...	258	5,010	...	...	18	304	276	5,314
90	1,211	15	398	26	2,233	4	283	135	4,125
...	...	102	1,641	...	...	...	...	102	1,641
...	...	74	1,088	...	...	22	398	96	1,486
4	135	92	1,481	11	131	...	4	107	1,751
16	370	249	6,372	...	...	1	4	266	6,746
...	...	...	2	1	13	1	17	2	32
62	3,667	31	1,623	...	6	3	82	96	5,378
...	2	19	155	3	21	...	1	22	179
1	5	15	209	...	...	16	191	32	405
1	6	11	111	...	...	...	...	12	117
...	...	1	40	...	...	...	...	1	40
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
9	363	10	532	1	84	1	20	21	999
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	1	...	1
...	...	...	8	...	...	...	...	...	8
...	3	...	...	...	...	...	...	...	3
...	2	1	4	...	3	...	1	1	10
...	...	...	...	...	...	...	...	...	...
...	...	2	12	...	...	...	...	2	12
...	...	181	888	...	...	3	14	187	902
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	1	...	1
183	5,764	1,064	19,574	42	2,491	69	1,321	1,358	29,150
341	10,162	1,596	35,678	85	3,267	235	6,065	2,257	55,172
...	...	...	...	...	...	...	...	...	...
158	4,398	532	16,104	43	776	166	4,744	899	26,022

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

Railway system.	(1) Betel-nuts.		(2) Cardamoms.		(3) Chillies.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
221	222	223	224	225	226	227
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	8,494	1,56,430	179	5,623	8,783	1,48,305
Bombay, Baroda and Central India	2,267	43,123	104	3,509	4,445	52,161
Eastern Bengal...	19,953	2,16,138	863	17,385	9,865	65,810
East Indian	10,072	3,10,674	713	23,443	12,215	1,69,372
Great Indian Peninsula*	12,293	2,86,957	294	7,412	12,605	1,41,338
Madras and Southern Mahratta	16,787	2,43,664	632	12,750	28,907	3,46,099
Nizam's Guaranteed State	849	8,795	...	...	3,717	35,272
North Western	331	5,052	228	4,713	5,455	68,270
Oudh and Rohilkhand	2,693	41,836	140	2,459	1,725	18,583
South Indian	25,393	2,15,221	1,084	13,413	19,255	1,93,274
3′ 3¾″ gauge.						
Assam-Bengal	8,547	81,076	...	...	2,981	27,265
Bengal and North-Western	4,581	40,472	493	12,559	17,653	1,13,781
Bengal Doears	382	1,638	81	1,208	48	397
Bhavnagar State	516	2,963	1	2	512	2,427
Bombay, Baroda and Central India	1,352	12,274	90	2,015	4,696	44,369
Burma	†17,001	†2,72,741	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...
Gondal	622	2,218	...	1	473	1,729
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	656	8,021	...	5	2,529	24,688
Jamnagar	76	206	...	1	51	250
Jodhpur-Bikaner	455	3,498	22	130	1,592	12,328
Junagad State	298	1,653	2	13	409	1,602
Morvi	49	222	...	...	316	1,313
Mysore, Birur-Shimoga, Chikjajur Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	6,470	29,872	195	638	488	2,541
Rohilkund and Kumaon	467	2,928	24	163	1,678	13,188
Udaipur-Chitorgarh	7	52	...	2	41	223
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	712	3,324	...	...	141	1,081
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	10	47	7	23	42	182
Darjeeling Himalayan (2′ 6″)	221	2,429	1,474	17,331	18	105
Other 2′ 6″ & 2′ 0″ gauge lines	213	846	1	8	270	1,079
Total 1920-21	141,167	19,94,370	6,627	1,24,806	140,410	14,87,032
Total 1919-20	141,828	20,32,142	7,292	1,49,022	158,458	17,44,162
Increase	...	...	...	...	...	...
Decrease	661	37,772	665	24,216	18,048	2,57,130

* Excludes the Matheran Light Railway for which information is not available.
† Includes Chillies, for which information is not available separately.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

XXVIII.

CES.

(4) Ginger.		(5) Pepper.		(6) Others.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
228	229	230	231	232	233	234	235
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
206	3,448	5,453	82,609	7,503	99,815	30,618	4,96,230
1,125	34,118	2,527	74,835	14,190	1,95,511	24,658	4,03,257
713	7,415	1,269	21,365	9,433	65,795	40,996	3,93,908
632	6,594	2,849	62,358	14,087	2,19,554	40,598	7,91,995
971	24,431	1,416	39,080	17,702	2,47,213	45,281	7,46,436
690	9,367	6,154	1,05,192	26,577	3,07,255	79,747	10,24,327
77	786	39	407	1,731	17,536	6,413	62,796
979	13,549	1,510	26,173	2,427	33,031	10,980	1,50,788
336	3,173	299	2,714	3,408	20,308	8,601	89,073
1,487	21,489	8,921	90,947	153	1,390	56,293	5,35,734
14	130	87	798	380	3,719	12,009	1,12,988
1,279	15,892	1,117	12,492	5,957	57,804	31,030	2,53,000
29	132	71	235	141	1,331	752	4,941
5	33	...	...	463	2,220	1,497	7,645
657	14,081	1,344	42,283	18,453	1,54,031	26,592	2,69,053
...	...	...	...	...	...	17,001	2,72,741
...	...	...	...	...	...	...	...
1	3	5	29	152	491	1,253	4,471
20	224	34	396	820	9,800	4,059	43,134
2	8	1	2	14	45	144	512
62	500	113	1,040	2,095	11,879	4,339	29,373
3	15	1	5	612	2,436	1,325	5,724
...	3	1	5	1,330	5,104	1,696	6,647
21	109	189	1,280	1,437	5,614	8,800	40,054
128	608	45	337	382	1,784	2,724	19,008
13	97	8	60	374	1,421	443	1,855
12	69	9	52	431	1,896	1,305	6,422
64	429	1	5	45	197	169	883
...	...	17	234	7	101	1,737	20,200
58	254	23	81	1,229	3,519	1,794	5,787
9,614	1,56,957	33,503	5,65,014	131,533	14,70,805	462,854	57,98,984
13,874	1,93,786	38,472	5,46,021	02,476	13,48,347	480,400	60,13,480
...	...	...	18,993	11,057	1,22,,458	...	...
4,260	36,829	4,969	...	...	...	17,546	2,1,4496

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XXIX.

Su

Railway system.	(1) Refined or crystallised, including sugarcandy.		(2) Unrefined.			
			(a) Sugar.		(b) Gur, rab, jaggery, molasses and other saccharine produce.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
236	237	238	239	240	241	242
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	15,753	2,31,710	735	12,449	28,037	3,07,172
Bombay, Baroda and Central India	23,885	3,31,438	2,907	30,023	52,512	7,50,381
Eastern Bengal	9,348	82,068	7,460	40,335	50,189	3,18,193
East Indian	49,538	9,70,480	39,919	2,40,435	148,178	10,07,379
Great Indian Peninsula*	39,791	5,01,320	4,418	38,729	112,837	12,03,578
Madras and Southern Mahratta	14,400	1,04,284	9,817	83,614	104,379	8,88,482
Nizam's Guaranteed State	1,766	16,755	605	4,146	13,402	1,00,495
North Western	71,905	11,90,903	46,467	4,22,864	139,887	9,33,714
Oudh and Rohilkhand	12,584	1,14,968	37,171	2,40,481	49,273	3,20,851
South Indian	23,823	1,65,225	2,335	21,040	45,756	3,01,433
3′ 3¾″ gauge.						
Assam-Bengal	353	2,367	1,221	9,798	9,436	54,750
Bengal and North-Western	5,955	42,536	63,559	5,97,203	154,439	9,07,391
Bengal Dooars	212	707	240	1,927	1,075	4,266
Bhavnagar State	5,162	23,293	...	...	6,863	29,703
Bombay, Baroda and Central India	18,505	1,79,488	40,389	4,00,147	94,522	9,41,301
Burma	...	...	...	...	†59,452	†4,38,869
Dibru-Sadiya	...	...	...	...	802	5,990
Gondal	5,454	15,749	36	127	5,826	18,104
Hyderabad Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	1,769	15,098	328	3,024	7,432	67,072
Jamnagar	541	1,400	...	...	797	2,891
Jodhpur-Bikaner	6,155	33,254	5,720	32,306	15,660	1,00,771
Junagad State	2,757	10,836	...	...	1,351	3,996
Morvi	623	2,111	5	17	2,961	10,684
Mysore, Birur-Shimoga, Chickjajur Chitaldrug, Bangalore Chik Ballapur Light, Kolar District and Mysore Light.	852	3,376	3,376	10,252	1,392	4,061
Rohilkund and Kumaon	2,891	13,462	11,915	41,947	17,128	89,743
Udaipur-Chitorgarh	607	3,463	142	734	781	3,580
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	639	2,464	166	755	1,072	5,241
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	85	236	11,928	35,067	12,585	32,696
Darjeeling Himalayan (2′ 0″)	481	8,909	594	8,572	954	5,649
Other 2′ 6″ & 2′ 0″ gauge lines	3,298	3,099	2,680	10,293	11,003	34,321
Total 1920-21	319,132	40,70,949	294,133	22,86,985	1,149,991	88,97,757
Total 1919-20	437,674	55,86,748	343,887	25,49,953	1,226,864	91,55,270
Increase	...	...	...	...	...	...
Decrease	118,542	15,15,799	49,754	2,62,968	76,873	2,57,513

* Excludes the Matheran Light Railway for which information is not available.
† Includes sugar-unrefined, for which information is not available separately.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

	XXX.						
GAR.	TEA.						
	TOTAL.	(1) Foreign.		(2) Indian.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
243	244	245	246	247	248	249	250
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
44,525	5,51,331	...	...	7,719	3,09,620	7,719	3,09,620
79,334	11,11,842	1,733	31,648	1,303	38,595	3,036	70,243
63,997	4,40,596	...	...	37,860	8,10,016	37,860	8,10,016
237,635	22,18,294	...	...	6,105	2,32,598	6,105	2,32,598
157,046	17,43,627	1,362	7,901	7,889	2,27,847	9,251	2,35,748
128,596	10,76,330	101	1,328	1,960	36,774	2,061	38,102
15,773	1,21,396	3	37	237	2,974	240	3,011
258,259	25,52,481	999	29,849	5,158	1,34,093	6,157	1,63,942
99,028	6,76,300	...	...	1,555	11,831	1,555	11,831
71,914	4,87,698	2	42	12,704	1,51,995	12,706	1,52,037
11,010	66,915	...	...	532	9,38,159	53,532	9,38,159
223,953	15,47,830	...	...	106	1,937	106	1,937
1,527	6,900	...	...	20,405	4,21,774	20,405	4,21,774
12,025	52,993	...	...	425	2,540	425	2,540
153,416	15,20,936	934	32,169	906	18,290	1,840	50,759
59,452	4,38,869	...	...	...	...	...	...
802	5,990	...	...	17,433	1,42,348	17,433	1,42,348
11,316	33,980	4	16	308	1,308	312	1,324
9,529	85,194	8	363	33	135	41	498
1,338	4,291	1	6	50	186	51	192
27,535	1,66,331	138	1,726	112	1,329	250	3,055
4,108	14,832	...	...	187	1,012	187	1,012
3,589	12,812	4	29	171	1,346	175	1,375
5,620	17,689	...	...	42	231	42	281
31,934	1,45,152	...	...	66	514	66	514
1,510	7,777	1	10	6	82	7	92
1,877	8,460	5	25	8	51	13	76
24,598	67,999	...	...	1	3	1	3
2,029	23,130	...	...	7,018	98,734	7,018	98,734
16,981	47,713	9	26	5,718	28,839	5,727	28,865
1,763,256	1,52,55,691	5,304	1,05,475	189,017	36,15,211	194,321	37,20,686
2,008,425	1,72,91,971	6,844	1,44,017	229,699	40,62,073	236,543	42,06,090
...	...	...	...	...	...	...	...
245,169	20,36,280	1,540	38,542	40,682	4,46,862	42,222	4,85,404

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XXXI.

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Railway system.	(1) Unmanufactured.		(2) Manufactured.			
			(a) Cigars.		(b) Other sorts.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
251	252	253	254	255	256	257
	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
5′ 6″ gauge.						
Bengal-Nagpur	16,148	2,31,043	1	5	2,522	60,363
Bombay, Baroda and Central India	23,353	2,95,919	5	177	363	12,124
Eastern Bengal	44,455	5,32,495	...	...	2,326	27,966
East Indian	29,519	3,17,672	4	109	8,878	1,90,798
Great Indian Peninsula*	16,779	2,43,527	190	6,871	2,642	63,438
Madras and Southern Mahratta	34,638	3,69,351	307	7,051	3,956	66,511
Nizam's Guaranteed State	3,332	41,665	10	177	545	8,196
North Western	15,062	2,39,336	17	109	4,850	1,05,528
Oudh and Rohilkhand	6,263	59,355	4	28	1,168	13,042
South Indian	23,198	1,99,021	1,371	21,180	2,251	29,179
3′ 3½″ gauge.						
Assam-Bengal	6,039	66,720	...	...	326	4,645
Bengal and North-Western	41,520	3,72,948	1	10	2,428	20,238
Bengal Doonrs	9,701	26,229	...	...	186	1,986
Bhavnagar State	1,605	9,137	51	417	214	1,077
Bombay, Baroda and Central India	18,679	2,19,999	10	224	426	8,316
Burma	16,930	1,28,583	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...
Gondal	1,819	7,869	36	197	290	1,052
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	2,712	41,719	...	8	328	4,731
Jamnagar	375	1,955	7	39	39	211
Jodhpur-Bikaner	4,563	35,087	1	17	296	2,395
Junagad State	400	1,842	...	...	68	329
Morvi	1,410	7,723	10	65	70	418
Mysore, Birur-Shimoga, Chickjajur Chitadrug, Bangalore-Chick Ballapur Light, Kolar District and Mysore Light.	2,283	13,632	8	54	250	1,640
Rohilkund and Kumaon	5,643	45,311	...	...	258	2,045
Udaipur-Chitorgarh	561	3,506	...	...	8	54
2′ 6″ and 2′ 0″ gauges.						
Barai Light (2′ 6″)	243	1,464	45	334	106	872
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	484	1,906	...	...	33	300
Darjeeling-Himalayan (2′ 0″)	867	7,272	452	8,573	161	1,634
Other 2′ 6″ & 2′ 0″ gauge lines	949	3,020	...	...	71	244
Total 1920-21	330,425	35,25,306	2,530	45,645	35,059	6,29,392
Total 1919-20	360,566	34,00,191	4,007	75,754	43,480	10,69,529
Increase	...	1,25,115	...	...	...	...
Decrease	30,141	...	1,477	30,109	8,421	4,40,137

* Excludes the Matheran Light railway for which information is not available.

DIX 11—*contd.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

	XXXII.					
CCO.	Wood.					
Total.	(1) Timber, unwrought.		(2) Manufactures.		Total.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
258	259	260	261	262	263	264	265
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
18,671	2,91,411	122,678	6,29,660	7,153	89,462	129,831	7,19,122
23,721	3,08,280	109,558	5,93,387	5,502	65,875	115,060	6,59,262
46,781	5,60,461	63,894	2,70,073	15,050	1,15,277	78,944	3,85,350
38,401	5,08,579	105,974	4,34,856	10,481	1,11,172	116,455	5,46,028
19,611	3,13,836	214,946	9,50,254	10,443	1,31,261	225,389	10,81,515
38,901	4,42,913	138,584	7,15,508	15,159	1,37,442	153,743	8,52,950
3,887	50,038	49,028	2,31,950	1,214	11,167	50,242	2,43,117
20,829	3,44,973	226,823	9,45,836	12,540	1,17,930	239,363	10,63,766
7,435	72,425	142,734	3,53,110	8,053	42,381	150,787	3,95,491
26,815	2,49,380	266,163	13,48,923	15,522	1,39,421	281,685	14,88,354
6,365	71,365	16,702	79,412	13,778	1,05,406	30,480	1,84,818
43,949	3,93,196	73,383	2,55,865	6,794	44,886	80,177	3,00,751
9,887	28,215	7,616	33,217	4,259	38,961	11,875	72,178
1,870	10,631	20,114	75,766	923	4,991	21,037	80,757
19,115	2,28,539	72,209	3,12,936	3,734	26,689	75,943	3,39,625
16,930	1,28,583	225,678	10,11,885	...	...	225,678	10,11,885
...	...	11,675	54,148	...	...	11,675	54,148
2,145	9,118	15,194	29,780	604	2,090	15,798	31,870
3,040	46,458	27,604	72,105	907	7,180	28,511	79,285
421	2,205	1,771	3,497	59	309	1,830	3,806
4,860	37,499	12,909	56,370	1,164	7,386	14,073	63,756
468	2,171	5,845	10,991	337	1,410	6,182	12,401
1,490	8,206	1,300	3,788	348	1,563	1,648	5,351
2,541	15,326	24,483	68,989	1,298	6,029	25,781	75,018
5,901	47,353	119,234	4,15,226	1,145	6,492	120,379	4,21,718
569	3,560	212	1,130	31	156	243	1,286
394	2,670	810	3,995	229	1,135	1,039	5,130
517	2,206	2,296	5,714	242	862	2,538	6,576
1,480	17,479	4,716	17,855	1,763	8,986	6,479	26,841
1,020	3,264	25,047	48,970	789	3,057	25,836	52,027
368,014	42,00,343	2,109,180	90,35,206	139,521	12,28,976	2,248,701	1,02,64,182
408,053	45,45,474	2,203,185	97,74,077	146,147	13,10,295	2,349,332	1,10,84,372
...	...	...	...	...	...	...	...
40,039	3,45,131	94,005	7,38,871	6,626	81,319	100,631	8,20,190

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

XXXIII.

Railway system.	Wool					
	(1) Raw.		(2) Manufac			
			(a) Carpets and rugs.		(b) Piece-goods, European.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
266	267	268	269	270	271	272
5′ 6″ gauge.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
Bengal-Nagpur	273	9,435	...	...	...	...
Bombay, Baroda and Central India	3,680	1,00,000	88	3,460	203	12,489
Eastern Bengal	933	17,606	...	...	...	...
East Indian	2,613	34,961	1,027	26,850	16	559
Great Indian Peninsula*	1,183	26,735	323	13,656	129	1,325
Madras and Southern Mahratta	1,643	34,737	333	6,875	8	98
Nizam's Guaranteed State	341	7,152	67	987	20	177
North Western	23,152	6,07,104	315	6,120	3	117
Oudh and Rohilkhand	503	4,434	323	1,742	4	51
South Indian	179	1,534	379	5,963	14	94
3′ 3¾″ gauge.						
Assam-Bengal	3	17	...	1	...	...
Bengal and North-Western	648	12,622	70	347	2	22
Bengal Dooars	...	...	...	...	...	...
Bhavnagar State	500	4,415	...	...	...	...
Bombay, Baroda and Central India	6,516	1,06,226	42	1,062	6	231
Burma	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	...	...
Gondal	784	3,327	...	1	...	...
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	46	693	11	158	...	...
Jamnagar	90	364	4	17	...	...
Jodhpur-Bikaner	3,730	40,454	24	293	...	15
Junagad State	110	605	...	...	...	...
Morvi	477	3,381	...	...	...	...
Mysore, Birur Shimoga, Chickjajur Chita'drug, Bangalore- Chick Ballapur Light, Kolar District and Mysore Light.	88	668	14	113	...	...
Rohilkund and Kumaon	36	342	3	9	...	...
Udaipur-Chitorgarh	109	815	...	4	...	...
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	...	5	4	40	...	...
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	29	127	...	...	...	...
Darjeeling-Himalayan (2′ 0″)	1,665	10,394	3	83	...	...
Other 2′ 6″ & 2′ 0″ gauge lines	317	873	1	3	...	...
Total 1920-21	48,651	10,29,026	3,031	67,284	405	15,188
Total 1919-20	78,304	17,45,183	3,021	61,960	474	6,941
Increase	...	...	10	5,324	...	8,247
Decrease	29,653	7,16,157	...	...	69	...

* Excludes the Matheran Light railway for which information is not available.

DIX 11—*contd.*

arnings therefrom during the financial year 1920-21.

ailway in India and is therefore not the same as the total production and imports.]

						XXXIV.	
tured.							
(*c*) Piece-goods, Indian.		(*d*) Other sorts of manufactures.		Total.		All other articles of merchandise.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
273	274	275	276	277	278	279	280
Tons.	Rs.	Tons.	Rs.	Tons.	Rs.	Tons.	Rs.
...	...	169	5,678	442	15,113	497,045	22,77,732
132	4,673	77	2,035	4,230	1,22,657	621,482	44,26,869
...	...	253	3,330	1,186	20,936	265,606	8,37,027
505	24,826	1,038	20,102	5,289	1,07 298	943,426	58,38,285
178	10,359	1,198	25,361	3,009	77,446	700,094	59,88,162
56	1,753	1,399	18,159	3,439	61,102	441,367	26,21,979
121	1,552	...	...	549	9,868	19,812	81,315
457	13,003	638	10,829	23,565	6,37,173	1,285,605	1,32,04,716
327	4,327	235	2,526	1,392	13,080	285,816	13,20,894
121	2,982	57	465	770	11,038	363,855	26,66,308
2	47	30	603	35	668	25,612	1,94,585
162	2,654	58	484	940	16,129	150,277	5,58,463
...	...	...	...	...	...	3,244	32,613
...	...	...	...	500	4,415	18,927	52,071
326	10,460	49	890	6,939	1,18,869	216,932	17,52,645
...	...	...	...	...	...	524,412	33,23,767
...	...	...	...	...	...	69,807	1,59,695
...	...	6	21	790	3,349	35,200	93,073
151	1,482	...	1	208	2,334	12,312	78,133
...	...	...	...	94	381	2,332	9,884
2	17	186	1,752	3,942	42,531	†107,719	‡3,75,107
1	8	...	...	111	613	10,156	23,658
1	3	...	1	478	3,385	13,314	50,835
3	15	191	1,000	296	1,796	39,714	1,46,217
...	...	50	245	89	596	181,580	4,21,992
...	1	...	...	109	820	562	2,441
...	...	116	583	120	828	— 7,149	23,014
...	1	4	19	33	147	15,975	73,218
...	...	...	...	1,668	10,477	9,520	1,08,177
2	4	5	34	325	914	300,491	5,63,438
2,687	78,167	5,754	94,098	60,528	12,88,763	7,169,323	4,73,06,313
2,354	39,862	6,547	95,579	90,700	19,49,525	6,374,334	420,83,794
333	38,305	...	...	...	...	794,988	52,22,519
...	...	793	1,481	30,172	6,65,762	...	...

† Includes 19,459 tons of bones.
‡ Includes Rs. 67,377 for bones.

APPEN

Principal commodities carried by railways and the

[The total quantity of each commodity represents the total weight conveyed over each

ANI

Railway system.	GRAND TOTAL.		(1) Horses.		(2) Cattle.	
	Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
281	282	283	284	285	286	287
5′ 6″ gauge.	Tons.	Rs.	Tons.**	Rs.	Tons.**	Rs.
Bengal-Nagpur	7,727,631	3,77,05,539	136	7,805	20,151	1,80,516
Bombay, Baroda and Central India	3,478,340	3,09,51,148	460	18,679	14,292	4,09,217
Eastern Bengal	4,142,701	2,03,11,559	128	2,016	8,192	80,418
East Indian	16,696,471	8,70,83,701	2,434	45,930	18,588	4,49,473
Great Indian Peninsula*	7,181,318	7,41,41,602	746	24,313	19,896	2,48,729
Madras and Southern Mahratta	3,579,981	2,97,72,965	477	13,219	5,078	84,298
Nizam's Guaranteed State	1,111,864	55,17,200	132	2,270	90	1,746
North Western	6,735,536	5,94,40,386	1,395	30,886	18,986	3,59,774
Oudh and Rohilkhand	2,498,050	1,21,37,958	1,083	23,539	6,907	74,892
South Indian	2,384,610	1,65,48,482	94	1,514	3,749	45,452
3′ 3⅜″ gauge.						
Assam-Bengal	765,907	†49,37,279	76	1,157	1,713	15,236
Bengal and North-Western	2,273,307	‡1,08,87,997	417	10,108	8,769	1,18,416
Bengal Dooars	160,160	10,42,125	1	14	35	163
Bhavnagar State	253,594	8,50,113	38	522	606	7,079
Bombay, Baroda and Central India	2,582,782	2,00,72,943	526	16,150	12,100	2,73,095
Burma	2,674,287	1,59,55,401	1,022	34,054	12,645	3,37,802
Dibru-Sadiya	663,357	13,28,414	...	...	2,019	2,561
Gondal	§363,106	9,18,985	18	214	309	2,101
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	‖405,199	36,67,914	52	1,317	285	3,799
Jamnagar	50,340	1,32,283	24	211	298	849
Jodhpur-Bikaner	949,078	41,40,191	348	6,531	2,768	42,045
Junagad State	164,222	4,03,887	4	70	89	1,188
Morvi	124,323	3,89,761	38	438	188	1,497
Mysore Birur-Shimoga, Chickjajur-Chitaldrug, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	240,595	8,12,590	28	414	257	3,105
Rohilkund and Kumaon	653,918	21,82,651	16	201	224	2,343
Udaipur-Chitorgarh	18,491	81,707	35	349	29	229
2′ 6″ and 2′ 0″ gauges.						
Barsi Light (2′ 6″)	95,006	4,45,765	..	...	...	...
Shahdara (Delhi)-Saharanpur Light (2′ 6″) ...	104,151	3,10,756	...	...	...	...
Darjeeling-Himalayan (2′ 0″)	114,380	9,31,906	...	...	198	1,299
Other 2′ 6″ & 2′ 0″ gauge lines	865,323	16,29,843	...	...	1	21
Total 1920-21	69,058,028	44,47,27,051	9,728	2,41,921	158,462	27,47,343
Total 1919-20	68,718,342	43,66,33,933	9,720	2,41,036	177,864	27,63,340
Increase	339,686	80,93,118	8	885	...	...
Decrease	...	...	...	...	19,406	15,997

* Excludes the Matheran Light Railway for which information is not available.

† Excluding Rs. 72,658 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

‡ Excluding Rs. 5,37,201 in respect of ferries and steam boats which are included in details. The tonnage and earnings of the Cawnpore—Burhwal (3′ 3⅜″ gauge) link railway are included throughout with the Bengal and North-Western Railway.

§ Excluding 142,889 tons on account of interchange of traffic.

‖ Excluding 32,000 tons on account of inter change of traffic.

DIX 11—*concld.*

earnings therefrom during the financial year 1920-21.

railway in India and is therefore not the same as the total production and imports.]

XXXV

MALS.					
(3) Sheep, etc.		(4) Elephants.		TOTAL.	
Quantity.	Earnings.	Quantity.	Earnings.	Quantity.	Earnings.
288	289	290	291	292	293
Tons.**	Rs.	Tons.**	Rs.	Tons. **	Rs.
2,064	33,166	...	...	22,351	2,21,487
22,747	7,26,143	...	...	37,499	11,54,039
395	5,174	60	2,066	8,775	89,674
10,849	3,40,681	48	751	31,919	8,36,835
8,183	1,66,987	25	423	28,850	4,40,452
8,301	1,42,635	5	76	13,861	2,47,228
51	871	...	...	273	4,887
544	18,649	2	56	20,927	4,09,365
891	20,712	...	...	8,881	1,19,143
12,601	73,118	13	474	16,457	1,20,558
268	3,583	...	...	2,057	††19,901
464	5,405	...	...	9,650	1,33,929
...	...	...	...	36	177
114	3,141	...	...	758	10,742
16,707	3,80,656	...	...	29,333	6,69,901
4,554	2,02,694	...	...	18,221	5,74,550
...	...	...	...	2,019	2,561
80	960	...	...	‡‡358	3,275
340	4,605	...	...	677	9,721
51	432	1	26	374	1,518
1,102	19,157	...	...	4,218	67,733
18	229	...	...	111	1,487
105	2,697	...	...	331	4,632
187	2,125	...	...	472	5,644
25	725	2	5	267	3,274
77	236	...	...	141	814
...	...	...	...	...	...
...	...	...	...	...	...
24	431	...	...	222	1,730
4	43	...	...	5	64
90,746	21,62,255	156	3,877	259,043	51,55,321
104,734	21,76,667	209	3,589	292,373	51,84,583
...	...	...	288	...	...
13,988	14,412	53		33,3301	29,262

** Live-stock has been converted into tons at—
A head of cattle, or a pony or horse ... ... = 0·25 ton.
A sheep, goat, etc. ... ... = 0·025 ton.
An elephant ... ... = 2·50 tons.

†† Excluding Rs. 75 in respect of Ferry and Jetty charges, etc., accounted for through invoices which are included in details.

‡‡ Excluding 49 tons on account of interchange of traffic.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Serial number.	1	2	3	4		
				Description of railway		
Railway system.	Gauge of railway.	Mean mileage worked.	Number of stations.	Total length of the fo l		
				(a) $\frac{1}{30}$ and less.	(b) $\frac{1}{31}$ to $\frac{1}{80}$.	(c) $\frac{1}{81}$ to $\frac{1}{100}$.
		Miles.	No.	Miles.	Miles.	Miles.
5′ 6″ Gauge.						
Bengal-Nagpur	5′ 6″	1,898·31	336	...	0·55	119·84
Bombay, Baroda and Central India	5′ 6″	1,343·98	228	...	1·32	0·32
Eastern Bengal	5′ 6″	615·55	180	...	...	...
East Indian	5′ 6″	2,851·53	513	6·50	18·62	49·89
Great Indian Peninsula	5′ 6″	3,183·06	497	19·31	2·82	72·30
Madras and Southern Mahratta	5′ 6″	1,069·55	220	...	13·60	34·42
Nizam's Guaranteed State	5′ 6″	354·70	57	...	...	79·19
North Western	5′ 6″	5,002·19	823	85·14	113·90	219·92
Oudh and Rohilkhand	5′ 6″	1,615·61	289	...	9·30	6·41
South Indian	5′ 6″	581·80	88	...	8·12	28·53
3′ 3¾″ Gauge.						
Assam-Bengal	3′ 3¾″	1,044·15	233	10·29	47·43	37·18
Bengal and North-Western	3′ 3¾″	2,145·44	372	0·11	0·15	0·49
Bhavnagar State	3′ 3¾″	203·08	35	...	0·16	2·31
Bombay, Baroda and Central India	3′ 3¾″	2,343·24	333	3·40	0·23	18·75
Burma	3′ 3¾″	1,602·72	325	100·46	45·84	55·70
Eastern Bengal	3′ 3¾″	1,120·87	215	0·34	0·52	4·69
Gondal	3′ 3¾″	290·96	38	...	...	3·82
Hyderabad-Godavari Valley (including Hingoli Branch and Secunderabad-Gadwal)	3′ 3¾″	545·46	98	...	...	...
Jamnagar	3′ 3¾″	54·22	7	...	...	0·17
Jodhpur-Bikaner	3′ 3¾″	1,329·46	171	...	...	...
Junagad State	3′ 3¾″	140·13	21	...	...	2·54
Madras and Southern Mahratta	3′ 3¾″	1,948·80	304	16·31	33·18	657·00
Nilgiri	3′ 3¾″	28·96	12	23·52	1·60	0·34
Rohilkund and Kumaon	3′ 3¾″	572·19	100	...	4·85	8·44
Shoranur-Cochin	3′ 3¾″	64·75	16	...	13·86	8·33
South Indian	3′ 3¾″	1,210·23	298	0·04	29·34	38·70
Udaipur-Chitorgarh	3′ 3¾″	68·72	11	...	...	1·10
2′ 6″ Gauge.						
Gondia-Chanda, *Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.*	2′ 6″	626·03	77	...	34·65	90·77
Jacobabad-Kashmor	2′ 6″	76·70	7	...	...	...
Kalka-Simla	2′ 6″	59·92	20	10·01	3·97	16·58
Kohat-Thal and Nowshera-Durgai	2′ 6″	102·15	20	...	...	29·14
Morappur-Hosur	2′ 6″	73·30	10	...	24·65	7·36
Purulia-Ranchi	2′ 6″	115·30	19	...	9·57	31·84
Raipur-Dhamtari	2′ 6″	56·94	13	0·51	...	...
Tirupattur-Krishnagiri	2′ 6″	25·38	5	...	7·97	2·45
Trans-Indus (Kalabagh-Bannu)	2′ 6″	135·38	21	4·86	0·43	25·11
2′ 0″ Gauge.						
Pipar-Bilara Light	2′ 0″	25·25	4	...	...	0·68

DIX 12.

during the financial year 1920-21.

prepare these statistics.]

4		5		6	7	8	9	10
WORKED.				FINANCIAL RESULTS.		OUTLAY, EARNINGS AND EXPENSES. (Exclusive of Steam-boat Service.)		
lowing gradients.		Steepest gradient worked.		Percentage of net earnings (including steam boat traffic) on capital outlay on lines open and partly open, *i.e.*, on the mileage earning revenue.	Percentage of net earnings on paid up capital.	Capital outlay per mile open.	Average gross earnings per mean mile worked per week.	Average working expenses per mean mile worked per week.
(*d*) 1/101 to 1/200.	(*e*) 1/201 to 1/300	(*a*) Length.	(*b*) Inclination.					
Miles.	Miles.	Miles.	Miles.	Per cent.	Per cent.	Rs.	Rs.	Rs.
624·65	150·47	0·55	1/80	4·87	4·87	2,12,239	603	385
263·06	98·84	0·88	1/80	6·68	...	2,13,048	857	573
...	7·69	3·72	1/300	4·13	...	3,90,200	875	535
219·16	172·67	0·15	1/50	8·15	...	2,81,524	980	516
809·62	279·52	5·99	1/37	4·17	...	2,31,823	836	613
191·05	113·28	0·80	1/60	6·25	*6·08	1,86,268	673	432
110·99	...	2·52	1/100	7·49	†6·77	1,59,478	494	269
213·91	135·27	6·54	1/25	3·71	...	2,02,035	545	396
19·15	22·56	2·25	1/75	5·79	...	1,49,461	390	231
113·01	46·84	1·09	1/62	6·32	...	1,60,061	538	339
127·16	31·19	10·05	1/37	1·40	...	1,71,830	210	161
3·40	7·59	0·11	1/50	7·62	...	83,098	239	106
68·37	18·05	0·16	1/80	8·91	...	58,504	221	118
390·32	234·20	3·40	1/40	7·11	...	83,330	376	256
161·78	146·99	23·81	1/25	4·72	...	1,31,954	391	265
48·63	43·13	0·82	1/180	4·66	...	1,19,523	338	226
75·82	35·37	3·82	1/100	6·16	...	50,181	193	134
...	318·65	29·90	1/133	9·26	‡12·21	82,115	267	174
9·54	6·88	0·19	1/100	7·53	...	48,365	162	88
266·33	120·26	1·17	1/130	9·07	...	81,400	150	92
41·56	16·04	2·54	1/100	6·12	...	53,516	154	82
327·45	134·10	16·25	1/40	4·99	*6·08	85,741	262	178
0·18	...	0·29	1/12	1·49	...	2,98,476	578	48
13·85	23·59	3·31	1/70	6·43	...	65,454	182	97
7·63	2·88	0·84	1/80	6·67	...	1,07,971	302	159
185·44	82·59	0·04	1/50	8·71	...	1,09,243	487	273
30·75	6·98	0·46	1/100	7·29	...	33,969	102	55
127·95	33·29	0·08	1/73	1·28	1·28	64,131	111	95
2·41	0·51	0·06	1/150	...	...	29,176	...	...
5·67	...	28·01	1/33	3·61	...	3,33,761	745	513
31·81	18·21	0·38	1/86	—6·95	...	70,131	98	192
15·63	2·15	2·39	1/67	—4·23	...	42,848	57	93
33·69	5·59	9·57	1/80	1·78	1·78	64,805	109	87
17·83	2·55	0·51	1/50	3·72	3·72	27,486	62	42
4·10	0·25	0·57	1/67	—0·43	...	40,982	66	70
22·58	15·48	3,44	1/45	—8·93	...	95,151	139	304
2·97	3·30	0·68	1/100	4·48	...	11,491	28	18

* For both 5′ 6″ and 3′ 3⅜″ gauges.
† For Nizam's Guaranteed State railways only.
‡ For Hyderabad-Godavari Valley railway only.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	11	12	13
		Outlay, earnings and expenses		
		Average gross earnings per train-mile.	Average working expenses per train-mile.	Net earnings per train-mile.
		Rs.	Rs.	Rs.
5′ 6″ Gauge.				
Bengal-Nagpur		5·64	3·60	2·04
Bombay, Baroda and Central India		7·38	4·23	2·45
Eastern Bengal		6·21	3·79	2·42
East Indian		5·39	2·84	2·55
Great Indian Peninsula		5·99	4·61	1·38
Madras and Southern Mahratta		6·82	4·38	2·44
Nizam's Guaranteed State		6·52	3·42	3·10
North Western		7·53	5·48	2·05
Oudh and Rohilkhand		6·27	3·71	2·56
South Indian		5·42	3·42	2·00
3′ 3⅜″ Gauge.				
Assam-Bengal		4·58	3·52	1·06
Bengal and North-Western		4·50	1·99	2·51
Bhavnagar State		5·26	2·81	2·45
Bombay, Baroda and Central India		4·60	3·13	1·47
Burma		5·04	3·42	1·62
Eastern Bengal		5·21	3·49	1·72
Gondal		4·38	2·96	1·42
Hyderabad-Godavari Valley (including Hingoli Branch and Secunderabad-Gadwal)		5·76	2·45	3·31
Jamnagar		5·75	3·13	2·62
Jodhpur-Bikaner		4·39	2·71	1·68
Junagad State		4·81	2·56	2·25
Madras and Southern Mahratta		3·94	2·67	1·27
Nilgiri		8·23	6·95	1·28
Rohilkund and Kumaon		5·09	2·72	2·37
Shoranur-Cochin		4·41	2·31	2·10
South Indian		5·05	2·94	2·11
Udaipur-Chitorgarh		4·82	2·60	2·22
2′ 6″ Gauge.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		3·22	2·76	0·46
Jacobabad-Kashmor		...	...	...
Kalka-Simla		6·79	4·68	2·11
Kohat-Thal and Nowshera-Durgai		2·42	4·74	—2·32
Morappur-Hosur		1·69	2·74	—1·05
Purulia-Ranchi		3·38	2·69	0·69
Raipur-Dhamtari		3·18	2·17	1·01
Tirupattur-Krishnagiri		2·31	2·43	—0·12
Trans-Indus (Kalabagh-Bannu)		3·29	7·20	—3·91
2′ 0″ Gauge.				
Pipar-Bilara Light		1·62	1·05	0·57

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

14	15	16	17	18	19	20
(EXCLUSIVE OF STEAM-BOAT SERVICE).—*concld.*				Division of expenditure between coaching and goods traffic.		
Cost per 1,000 gross ton-miles moved (freight and dead weight). Rs.	Percentage of total working expenses upon total earnings. Per cent.	Percentage of total working expenses upon total earnings, excluding from both sides of the account the charges for carriage of revenue stores. Per cent.	Inclusive of steam-boat service. Percentage of total working expenses on total earnings (for details see Table No. VII). Per cent.	Total working expenses for both coaching and goods traffic excluding steam-boat expenses, and after deducting telegraph and sundry receipts, and leaving only the balance of payments to other lines for mileage, etc., (in thousands of rupees).	Proportions, dividing expenditure in ratio of gross ton-mileage (freight and dead load)— Coaching (in thousands of rupees).	Goods (in thousands of rupees).
6·36	63·77	62·60	64·59	3,63,48	85,88	2,82,60
9·62	66·85	66·24	66·85	3,82,32	1,51,51	2,30,81
7·78	61·08	61·24	61·08	1,58,86	79,63	79,23
4·51	52·68	51·47	52·72	7,43.40	1,61,55	5,81,85
9·57	76·95	76·02	76·95	10,21,04	3,60,89	6,60,15
8·95	64·21	63·58	64·21	2,32,61	1,06,15	1,26,46
7·29	56·08	52·66	56 08	42,80	13,75	29,05
9 75	72 76	71 84	72·81	10,06,46	3,65,52	6,40,94
7·51	59·20	58·09	59·20	1,74,41	70,76	1,03,65
9·15	63·03	62·51	63·03	69,64	38,58	31,06
12·39	76·81	76·73	77·22	81,28	33,31	47,97
6·97	44·35	43·45	46·62	1,13,17	51,12	62,05
11·94	54·47	53·07	53·47	12,13	6,60	5,53
11·44	68·05	67·41	68·05	3,03,31	1,25,43	1,77,88
11·28	67·80	67·10	68·31	2,14,59	76,23	1,38,27
11·07	66·95	65·46	68·26	1,25,35	58,01	67,34
15·37	67·61	67·29	67·71	15,51	8,55	6,96
8 62	42·54	40·98	42·54	29,00	13,97	15,03
16·02	54·35	54·33	54·35	2,42	1,62	80
10·03	61·70	61·09	61·70	61,02	24,96	36,06
13·26	53·21	52·76	53·21	5,75	3,07	2,68
11·58	67·82	66·62	67·82	1,76,62	69,34	1,07,28
73 46	84·41	84·00	84·41	7,28	4,26	3,02
9·98	53·40	52·96	53·40	28,21	11,55	16,66
11·69	52·50	52·41	53·89	5,29	2,45	2,84
12·01	58·23	57·62	59·17	1,71,78	88,42	83,36
12·69	54·04	53·95	54·04	1,87	1,47	40
12·65	85·78	85·42	85·78	30,69	13,87	16,82
...	45·00	45 00	45 00	70	...	...
50·80	68·89	68·74	68·89	15,78	6,45	9,33
46 98	196·02	196 82	196 02	10,12	3,55	6,57
25·81	161·98	162·20	161·98	3,52	2,40	1,12
13·13	79·61	79·45	79·61	5,16	3,33	1,83
17·37	68·24	67·88	68·24	1,25	47	78
21·77	105·28	105·28	105·28	92	70	22
38 77	218 73	221·73	197·97	21,02	6,24	14,78
37·86	64·80	64·75	64·80	24	14	10

APPEN

Analysis of u..... ..j ..ach railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	21	22	23
		COACHING		
		GROSS RECEIPTS AND TRAIN-MILEAGE.		
		Receipts from coaching traffic (in thousands of rupees).	Coaching train-miles run (in thousands).	Average coaching receipts per train-mile.
		Rs.	No.	Rs.
5′ 6″ GAUGE.				
Bengal-Nagpur		1,99,78	3,741	5·34
Bombay, Baroda and Central India		2,59,38	4,657	5·57
Eastern Bengal		1,23,22	3,103	3·97
East Indian		5,09,55	9,853	5·17
Great Indian Peninsula		5,34,33	10,913	4·90
Madras and Southern Mahratta		1,74,65	2,919	5·98
Nizam's Guaranteed State		27,05	616	4·39
North Western		7,03,11	9,538	7·37
Oudh and Rohilkhand		1,75,47	2,941	5·97
South Indian		56,76	1,510	3·76
3′ 3⅜″ GAUGE.				
Assam-Bengal		55,76	1,094	5·09
Bengal and North-Western		1,44,00	3,081	4·67
Bhavnagar State.		14,41	312	4·62
Bombay, Baroda and Central India		2,31,90	5,177	4·48
Burma		1,14,94	2,615	5·54
Eastern Bengal		1,01,26	2,375	4·26
Gondal		13,59	349	3·90
Hyderabad-Godavari Valley (including Hingoli Branch and Secunderabad Gadwal)		34,09	351	4·41
Jamnagar		3,09	53	5·85
Jodhpur-Bikaner		55,68	1,137	4·90
Junagad State		6,79	125	5·45
Madras and Southern Mahratta		1,29,14	2,839	4·55
Nilgiri		5,08	57	8·84
Rohilkund and Kumaon		27,44	447	6·14
Shoranur-Cochin		5,67	128	4·42
South Indian		1,88,16	3,486	5·40
Udaipur-Chitorgarh		2,65	58	4·60
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		16,08	561	2·87
Jacobabad Kashmor		86	...	...
Kalka-Simla		13,87	130	10·70
Kohat-Thal and Nowshera-Durgai		3,79	70	5·44
Morappur-Hosur		1,60	85	1·87
Purulia-Banchi		4,39	116	3·78
Raipur-Dhamtari		1,09	26	4·13
Tirupattur-Krishnagiri		65	29	2·24
Trans-Indus (Kalabagh-Bannu)		5,29	84	6·32
2′ 0″ GAUGE.				
Pipar-Bilara Light		32	18	1·78

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

24	25	26	27	28	29	30

TRAFFIC.

Units and Unit-mileage.						Average sum *received for* carrying a unit one mile.
Number of units carried one mile (in thousands).						
1st class. Unit-miles.	2nd class. Unit-miles.	3rd or intermediate class. Unit-miles.	4th or lowest class. Unit-miles.	Total passenger unit-mileage. Unit-miles.	Other coaching traffic. Ton-miles.	1st class. Pies.
8,501	19,979	49,875	842,931	921,286	13,947	16·89
12,957	76,716	94,686	1,112,536	1,296,895	30,748	18·95
4,387	10,816	32,137	567,256	614,596	10,384	18·31
22,470	69,202	159,306	2,193,015	2,443,993	41,328	16·82
35,830	113,736	44,634	2,309,900	2,504,100	61,153	14·69
7,042	31,579	21,226	819,048	878,845	15,951	16·96
923	4,580	38,357	80,961	124,821	2,890	16·05
23,198	95,393	249,611	3,093,407	3,461,609	78,278	14·04
5,362	21,742	56,438	804,320	887,862	10,820	17·20
2,586	13,142	...	296,227	311,955	4,714	16·25
1,478	2,516	9,814	288,636	252,444	2,704	19·53
1,103	6,061	13,131	1,216,157	1,236,452	4,839	17·41
186	2,589	...	75,749	78,524	536	14·41
3,680	23,003	55,235	1,264,410	1,346,328	17,603	16·93
5,943	19,373	...	760,112	785,428	6,180	18·77
2,697	6,502	16,121	478,874	504,194	9,315	17·99
199	3,326	...	68,085	71,510	435	23·98
735	4,757	...	180,039	185,531	1,681	16·14
43	737	...	14,989	15,769	140	18·00
1,000	6,287	13,133	283,817	304,237	3,693	16·30
96	1,580	...	35,711	37,387	195	14·23
3,111	17,407	6,205	672,825	699,548	7,314	17·19
819	...	...	5,934	6,753	97	27·01
672	2,086	2,408	192,280	197,446	1,058	26·10
255	1,421	...	33,900	35,586	193	13·69
5,610	31,629	...	1,135,461	1,172,700	6,741	16·26
49	253	72	17,523	17,897	102	17·66
160	796	1,542	89,289	91,787	555	20·35
...	...	...	...	...	...	...
882	1,225	850	9,820	12,777	366	52·78
69	376	331	19,826	20,602	181	13·35
52	...	...	11,171	11,223	33	12·90
152	481	783	20,619	22,035	226	19·74
7	86	148	6,245	6,436	23	23·50
37	...	...	4,576	4,613	18	4·85
277	714	367	24,551	25,909	512	10·36
1	11	...	1,899	1,911	11	20·95

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	31	32	33
		COACHING		
		UNITS AND UNIT-		
		Average sum received for carrying		
		2nd class. Pies.	3rd or intermediate class. Pies.	4th or lowest class. Pies.
5' 6" GAUGE.				
Bengal-Nagpur		8·37	4·53	3·27
Bombay, Baroda and Central India		6·40	3·50	2·78
Eastern Bengal		8·58	5·39	2·96
East Indian		7·97	4·28	2·98
Great Indian Peninsula		6·76	4·68	2·90
Madras and Southern Mahratta		6·89	3·96	2·89
Nizam's Guaranteed State		8·00	3·48	2·99
North Western		7·18	4 38	2·88
Oudh and Rohilkhand		7·18	4·54	3·02
South Indian		7·23	...	2·67
3' 3½" GAUGE.				
Assam-Bengal		9·29	4·19	3·61
Bengal and North-Western		8·13	4·46	1·99
Bhavnagar State		7·53	...	3 00
Bombay, Baroda and Central India		7·92	3·31	2·79
Burma		8·70	...	3·01
Eastern Bengal		8·58	5·60	3·02
Gondal		8·25	...	3·03
Hyderabad-Godavari Valley (including Hingoli Branch and Secunderabad-Gadwal).		7·51	...	2·99
Jamnagar		9·00	...	3·00
Jodhpur-Bikaner		8·98	4·31	2·88
Junagad State		7·47	...	3·00
Madras and Southern Mahratta		7·96	4·80	2·87
Nilgiri		...	...	7·43
Rohilkund and Kumaon		10·78	4·40	2·14
Shoranur-Cochin		6·38	...	2·56
South Indian		7·36	...	2·64
Udaipur-Chitorgarh		8·17	4 00	2·41
2' 6" GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		9·76	4·50	3·00
Jacobabad-Kashmor		...	...	...
Kalka-Simla		25·02	16 48	10·46
Kohat-Thal and Nowshera-Durgai		7·13	4·50	3·00
Morappur-Hosur		...	...	2·50
Purulia-Ranchi		9·96	4·66	3·07
Raipur-Dhamtari		11·74	4·50	3·00
Tirupattur-Krishnagiri		...	...	2·53
Trans-Indus (Kalabagh-Bannu)		4·05	4·50	3·00
2' 0" GAUGE.				
Pipar Bilara Light		10·03	...	2·99

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

34	35	36	37	38	39	40	41	42

TRAFFIC—*contd.*

MILEAGE—*concld.*

a unit one mile—*concld.*		Average number of units in a train.						
Average for all classes. Pies.	Other coaching traffic per ton-mile. Pies.	1st class. No.	2nd class No.	3rd or intermediate class. No.	4th or lowest class. No.	Total passenger units. No.	Other coaching traffic. Tons.	Average density of traffic. No.
3·58	38·69	2·17	5·34	13·38	225·30	246·24	3·73	485,319
3·16	28·60	2·78	16·48	20·33	238·89	278·48	6·60	964,966
3·30	32·66	1·41	3·49	10·36	182·81	198·07	3·35	998,450
3·34	39·37	2·28	7·01	16·17	222·57	248·04	4·19	884,451
3·28	33·51	3·28	10·42	4·09	211·66	229·45	5·60	786,696
3·18	35·24	2·41	10·80	2·27	280·60	301·03	5·46	821,696
3·42	32·00	1·50	7·44	193·72	...	202·66	4·69	351,904
3·19	31·51	2·43	10·00	26·17	324·32	362·93	8·21	692,019
3·31	39·89	1·82	7·40	19·19	273·52	301·93	3·68	549,552
2·98	34·19	1·71	8·70	...	196·13	206·54	3·12	693,541
3·78	42·78	1·35	2·30	8·97	218·03	230·65	2·47	241,769
2·06	44·06	0·36	1·97	4·26	394·71	401·30	1·57	576,316
3·17	51·60	0·59	8·31	...	243·03	251·93	1·72	377,373
2·94	28·36	0·71	4·44	10·67	244·24	260·06	3·40	574,558
3·27	34·58	2·27	7·41	...	290·70	300·38	2·36	490,060
3·25	32·62	1·13	2·74	6·79	201·57	212·23	3·92	449,824
3·32	54·04	0·57	9·25	...	195·11	204·93	1·25	316,823
3·15	41·28	0·87	5·59	211·66	...	218·12	1·98	340,137
3·32	50·21	0·82	13·92	...	283·19	297·93	2·65	313,560
3·07	36·96	0·87	5·53	11·55	249·54	267·49	3·25	223,843
3·21	52·74	0·77	12·67	...	286·28	299·82	1·56	268 778
3·08	44·78	1·10	6·13	2·18	237·00	246·41	2·18	358 963
3·30	322·92	14·25	...	...	103·27	117·52	1·69	233,172
2·34	60·41	1·50	4·67	5·39	430·12	441·68	2·37	345,072
2·80	48·59	2·06	11·06	...	263·98	277·10	1·51	549,588
2·84	42·60	1·61	9·07	...	325·70	336·38	1·93	968,949
2·63	37·48	0·86	4·40	1·26	304·25	310·76	1·76	2,604
3·11	41·27	0·29	1·42	2·75	159·16	163·62	0·99	146,618
...	...	...	...	...	...	...	...	...
15·18	197·69	6·81	9·45	6·56	75·79	98·61	2·83	213,222
3·13	45·46	0·99	5·39	4·76	284·60	295·74	2·60	201,679
2·55	62·02	0·61	...	...	130·90	131·51	0·38	153,112
3·40	42·20	1·31	4·13	6·73	177·19	189·36	1·94	191,114
3·11	43·36	0·27	1·35	5·61	235·88	243·11	0·88	113,039
2·55	39·96	1·28	...	...	157·82	159·10	0·61	181,779
3·09	39·98	3·31	8·54	4·39	293·54	309·78	6·12	191,378
3·03	28·48	0·02	0·61	...	106·17	106·80	0·30	75,666

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	43	44	45
		COACHING		
		VEHICLES AND VEHICLE-MILEAGE.		
		Number of coaching vehicles hauled one mile. Vehicle miles. (in thousands.)	Average number of vehicles in a coaching train. No.	Average earnings per coaching vehicle per mile. Pies.
5' 6" GAUGE.				
Bengal-Nagpur		55,964	14·96	78·57
Bombay, Baroda and Central India		77,858	16·72	63·96
Eastern Bengal		47,410	15·28	52·99
East Indian		163,319	16·58	59·90
Great Indian Peninsula		169,743	15·55	65·47
Madras and Southern Mahratta		45,318	15·53	79·29
Nizam's Guaranteed State		7,995	12·98	64·96
North Western		180,442	17·32	81·73
Oudh and Rohilkhand		46,543	15·83	72·38
South Indian		1628	10·76	72·70
3' 3½" GAUGE.				
Assam-Bengal		25,459	23·24	23·47
Bengal and North-Western		92,540	30·03	32·83
Bhavnagar State		5,833	18·71	54·46
Bombay, Baroda and Central India		102,976	19·83	49·17
Burma		57,040	21·81	48·79
Eastern Bengal		42,761	16·00	47·55
Gondal		5,803	16·63	51·28
Hyderabad-Godavari Valley (including Hingoli Branch and Secunderabad-Gadwal).		12,004	14 11	54·52
Jamnagar		1,151	21·76	58·95
Jodhpur-Bikaner		22,646	19·91	49·58
Junagad State		2,334	18·72	65·52
Madras and Southern Mahratta		52,941	18·65	49·63
Nilgiri		484	8·43	201·73
Rohilkund and Kumaon		10,590	28·79	49·74
Shoranur-Cochin		2,977	16·17	60·19
South Indian		64,049	18·37	56·41
Udaipur-Chitorgarh		1,209	20·99	42·14
2' 6" GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		13,764	24·54	28·41
Jacobabad-Kashmor		...	...	...
Kalka-Simla		1,585	11·44	179·59
Kohat-Thal and Nowshera-Durgai		1,090	13·81	75·66
Morappur-Hosur		1,539	18·03	20·67
Purulia-Ranchi		3,102	26·65	28·07
Raipur-Dhamtari		478	18·06	46·43
Tirupattur-Krishnagiri		524	18·06	24·74
Trans-Indus (Kalabagh-Bannu)		2,021	22·73	53·39
2' 0" GAUGE.				
Pipar-Bilara Light		160	8·97	37·39

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

46	47	48	49	50	51	53	53	54	55

TRAFFIC—*contd.*

WEIGHT OF TRAIN AND TON-MILEAGE.						COST OF WORKING AND PROFITS.			
Gross ton-mileage of all coaching trains (in thousands).			Average weight of a coaching train.						
Freight.	Dead-weight.	Total.	Freight.	Dead-weight.	Total.	Average cost of hauling a coaching train one mile.	Average cost of hauling a coaching vehicle with its load one mile.	Average profits working on a coaching train one mile.	Average profits on working a coaching vehicle one mile.
Ton-miles.	Ton-miles.	Ton-miles.	Tons.	Tons.	Tons.	Rs.	Pies.	Rs.	Pies.
69,964	1,280,482	1,350,446	18·70	342·25	360·95	2·30	31·63	3·04	
105 233	1,479,165	1,575,403	22·60	315·68	338·28	8·25	41·42	2·32	41·94
47,651	975,637	1,023,288	15·36	314·42	329·73	2·57	34·25	1·40	22·54
									18·74
190,251	3,393,150	3,583,401	19·31	344·37	363·68	1·64	19·91	3·58	39·99
215,107	3,557,670	3,772,777	19·71	325·99	345·70	3·31	44·22	1·59	21·25
69,593	1,116,436	1,186,029	23·84	382·48	406·32	3·64	46·19	2·34	31·10
10,507	178,180	188,687	17·06	283·29	306·35	2·23	38·02	2·16	26·94
288,810	3,459,027	3,747,837	30·28	362·66	392·94	3·83	42·49	3·54	37·24
64,741	877,370	942,111	22·02	298·33	320·38	2·41	32·09	3·56	46·29
27,330	394,207	421,537	18·10	264·00	279·10	2·55	49·43	1·21	23·27
17,960	251,009	268,969	16 40	229 34	245·74	3·04	26·00	2·05	17·47
79,191	654,143	733,334	25·70	212·31	238·01	1·66	11·66	3·01	21·17
5,306	49,986	55,292	17·02	160·37	177·39	2·42	24·95	2·50	29·51
98,991	997,806	1,096,797	19·12	192·74	211·86	2·42	26·59	2·06	22·58
53,931	621,551	675,482	20·62	237·71	258·33	2·92	25·66	2·62	23·13
39,805	484,285	5,24,090	16·76	203·85	220·61	2·44	27·24	1·82	20·31
4,798	50,855	55,653	13·75	145·73	159·48	2·45	32·27	1·45	19·01
12,937	149,007	161,944	15·21	175·18	190·39	1·64	24·60	2·37	29·82
1,103	9,013	10,115	20·83	170·28	191·11	3·06	30·89	2·79	28·06
22,113	226,724	248,837	19·44	199·34	218·78	2·19	24·07	2·71	25·51
2,473	27,681	23,154	19·84	165·85	185·69	2·46	29·61	2·99	35·91
49,760	548,904	598,664	17·53	193·35	210·88	2·41	26·65	2·11	22·98
535	5,264	5,799	9·31	91·62	100·93	7·41	169·13	1·43	32·60
12,974	102,719	115,693	29·02	229·78	258·80	2·58	20·95	3·56	28·79
2,368	18,601	20,969	18·43	144·85	163·28	1·91	26·01	2·51	34·18
77 960	658,466	736,426	22·36	188·88	211·24	2·54	26·70	2·86	29·71
1,182	10,156	11,338	20·53	176 34	196·87	2·55	26·70	2·05	15·44
6,085	103,594	109,679	10·85	184·66	195·51	2·47	20·20	0·40	3·21
...	...	...	...	...	...	...	...	...	...
1,193	11,507	12,700	9 20	88·81	98·01	4·93	83·53	5·72	9·06
1,427	6,141	7,568	29·49	83·15	108·64	5·10	70·95	0·34	4·74
708	8,608	9,316	8·29	100·87	109·16	2·82	31·15	—0·95	—10·4
1,564	23,629	25,393	13·44	204·78	218·22	2·86	21·29	0·92	6·78
410	2,290	2,700	15·50	86·52	102·02	1·77	19·93	2·36	26·51
296	2,902	3,198	10·21	100·10	110·31	2·40	26·52	—0·16	—1·73
2,091	14,003	16,094	25·01	167·42	192·43	7·46	63·01	— 1·14	—9·62
126	257	383	7·02	14·39	29·41	0·60	17·12	0·96	20·87

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	56	57	58
				GOODS
			GROSS RECEIPTS AND	
		Receipts from goods traffic. (in thousands.)	Goods train-miles run (in thousands).	Average goods receipts per train-mile.
		Rs.	No.	Rs.
5′ 6″ GAUGE.				
Bengal-Nagpur		3,84,52	6,810	5·65
Bombay, Baroda and Central India		3,21,47	3,454	9·31
Eastern Bengal		1,35,14	1,412	9·57
East Indian		9,17,11	17,677	5·37
Great Indian Peninsula		8,05,51	12,167	6·62
Madras and Southern Mahratta		1,88,38	2,560	7·36
Nizam's Guaranteed State		58,11	782	7·43
North Western		6,62,97	9,2·5	7 14
Oudh and Rohilkhand		1,32,79	2,288	5·80
South Indian		56,32	809	6·96
3′ 3¾″ GAUGE.				
Assam-Bengal		52,42	1,398	3·76
Bengal and North-Western		1,15,92	2,836	4·09
Bhavnagar State		8,85	143	6·19
Bombay, Baroda and Central India		2,17,87	4,796	4·54
Burma		1,71,42	3,843	4·54
Eastern Bengal		84,61	1,403	6·03
Gondal		9,51	193	4·93
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal		38,38	462	8·31
Jamnagar		1,41	26	5·34
Jodhpur-Bikaner		44,22	1,217	3·63
Junagad State		4,21	110	3·85
Madras and Southern Mahratta		1,82,47	3,907	3·39
Nilgiri		3,56	48	7·36
Rohilkund and Kumaon		22,83	618	3·69
Shoranur-Cochin		4,45	102	4·36
South Indian		1,11,65	2,583	4·32
Udaipur-Chitorgarh		85	18	4·81
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		18,32	563	3·26
Jacobabad-Kashmor		1,22	...	...
Kalka-Simla		9,13	212	4·30
Kohat-Thal and Nowshera-Durgai		1,33	146	0·92
Morappur-Hosur		57	43	1·33
Purulia-Ranchi		2,10	77	2·74
Raipur-Dhamtari		74	31	2·36
Tirupattur-Krishnagiri		22	9	2·51
Trans Indus (Kalabagh-Bannu)		4,14	213	1·94
2′ 0″ GAUGE.				
Pipar-Bilara Light		5	5	1·04

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

59	60	61	62	63	64	65

TRAFFIC—*contd.*

TRAIN MILEAGE.	VEHICLES AND VEHICLE-MILEAGE.					
	Number of goods vehicles hauled one mile (in thousands).					
Average sum received for carrying a ton one mile. Pies.	Loaded. Vehicle miles.	Empty. Vehicle miles.	Brake-vans. Vehicle miles.	Total. Vehicle miles.	Average number of vehicles in a goods train. Nos.	Average earnings per goods vehicle per mile (excluding brakes). Pies.
3·57	132,215	64,725	6,070	203,010	29·81	37·49
5·90	88,190	35,071	4,478	127,739	36·98	50·07
7·68	49,329	16,747	1,510	67,586	47·87	39·27
3·12	402,974	274,407	18,531	695,912	40·75	26·00
5·20	223,862	72,560	19,425	315,847	25·96	52·17
5·83	56,570	22,523	4,222	83,315	32·45	45·73
7·17	12,914	6,702	715	20,331	26·01	56·87
3·99	216,099	75,518	7,789	299,406	32·25	43·65
3·70	37,259	18,025	1,757	57,041	24·93	46·12
7·51	12,674	2,873	1,034	16,581	20·42	69·55
7·20	24,491	8,341	1,105	33,937	24·36	30·65
5·81	60,380	19,566	5,414	85,360	30·10	27·84
8·65	3,576	1,356	175	5,107	35·71	34·47
5·87	108,176	35,431	5,766	149,373	31·15	29·13
6·56	74,968	25,372	6,189	106,529	27·72	33·37
7·91	40,813	8,043	1,829	50,685	36·13	33·25
8·74	3,522	1,219	131	4,872	25·24	38·53
9·80	10,509	3,109	691	14,309	30·97	54·11
14·41	388	202	...	590	22·26	46·01
6·08	24,053	10,427	3,006	37,486	30·80	24·62
11·10	1,505	599	57	2,161	19·73	38·44
6·90	67,398	19,427	5,227	92,052	23·56	29·29
64·43	189	60	3	252	5·20	274·53
6·06	10,294	474	984	16,012	25·91	29·16
8·22	1,761	342	149	2,252	22·05	40·62
7·97	47,108	14,365	3,621	65,094	25·20	34·87
17·50	264	121	...	385	21·85	42·30
7·57	9,018	5,077	555	14,650	26·03	24·96
...	...	...	...	...	...	...
31·46	842	345	187	1,374	6·47	147·63
10·41	2,188	308	134	2,630	18·05	10·26
11·60	396	149	26	571	13·22	20·21
9·71	1,138	398	38	1,574	20·48	26·29
7·93	414	162	33	609	19·54	24·54
12·84	98	18	6	122	13·61	37·29
6·06	2,385	1,187	182	3,754	17·60	22·24
16·08	19	6	23	48	9·87	38·49

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	66	67	68
				GOODS
				VEHICLES AND VEHICLE MILEAGE—
		Carrying capacity hauled one mile (excluding brakes) (in thousands). Tons.	Percentage of freight upon capacity hauled. Per cent.	Ratio of empty vehicle mileage to loaded vehicle mileage. Per cent.
5′ 6″ GAUGE.				
Bengal-Nagpur		3,683,889	56·14	1 to 2·04
Bombay, Baroda and Central India		2,237,722	46·69	1 to 2·51
Eastern Bengal		1,078,110	31·33	1 to 2·95
East Indian		12,152,966	46·41	1 to 1·47
Great Indian Peninsula		5,231,620	56·87	1 to 3·09
Madras and Southern Mahratta		1,448,904	42·79	1 to 2·51
Nizam's Guaranteed State		370,732	41·96	1 to 1·93
North Western		5,611,546	56·81	1 to 2·86
Oudh and Rohilkhand		1,015,470	67·89	1 to 2·07
South Indian		275,846	52·17	1 to 4·41
3′ 3¾″ GAUGE.				
Assam-Bengal		331,208	42·21	1 to 3·04
Bengal and North-Western		814,019	47·07	1 to 3·09
Bhavnagar State		43,030	45·65	1 to 2·64
Bombay, Baroda and Central India		1,373,11	51·88	1 to 3·05
Burma		975,893	51·25	1 to 2·93
Eastern Bengal		585,251	35·11	1 to 5·07
Gondal		36,265	57·64	1 to 2·89
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		154,958	48·54	1 to 3·38
Jamnagar		4,419	42·82	1 to 1·92
Jodhpur-Bikaner		320,688	43·51	1 to 2·31
Junagad State		15,975	45·59	1 to 2·51
Madras and Southern Mahratta		711,386	51·80	1 to 3·47
Nilgiri		2,512	42·23	1 to 3·14
Rohilkund and Kumaon		160,604	45·06	1 to 2·17
Shoranur-Cochin		26,144	51·61	1 to 5·15
South Indian		540,126	49·82	1 to 3·28
Udaipur-Chitorgarh		3,332	27·96	1 to 2·18
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		116,495	39·87	1 to 1·78
Jacobabad-Kashmor		...	...	...
Kalka-Simla		10,143	51·91	1 to 2·44
Kohat-Thal and Nowshera-Durgai		13,059	18·84	1 to 7·11
Morappur-Hosur		2,682	35·44	1 to 2·65
Purulia-Ranchi		13,194	31·49	1 to 2·86
Raipur-Dhamtari		3,562	50·07	1 to 2·55
Tirupattur-Krishnagiri		565	59·55	1 to 5·39
Trans Indus (Kalabagh-Bannu)		30,497	42·98	1 to 2·01
2′ 0″ GAUGE.				
Pipar-Bilara Light		113	54·04	1 to 2·94

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

69	70	71	72	73	74	75	76
TRAFFIC—*contd.*							
concluded.	WEIGHT OF TRAIN AND TON-MILEAGE.						
		Gross ton-mileage of all goods trains (in thousands).			Average weight of a goods train.		
Average load of a loaded goods vehicle. Tons.	Average density of traffic. Tons.	Freight. Ton miles.	Dead-weight. Ton miles.	Total. Ton miles.	Freight. Tons.	Dead-weight. Tons.	Total. Tons.
15·64	1,089,472	2,068,155	2,375,819	4,443,974	303.69	348·87	652·56
11·85	775,650	1,044,870	1,355,098	2,399,968	302.51	392·33	624·84
6·85	518,683	337,742	680,444	1,018,186	239.22	481·94	721·16
14·09	1,977,494	5,639,812	7,266,212	12,906,024	330·26	425·51	755·77
13·29	934,740	2,975,335	3,926,010	6,901,345	244·54	322·68	567·22
10 86	579,671	619,987	792,986	1,412,973	242·15	309·71	551·86
12 05	438,608	155,574	243,025	398,599	199·01	310·88	509·89
14·75	637,331	3,188,052	3,383,812	6,571,864	343·37	364·46	707·83
18·50	426,703	689,386	690,758	1,380,144	301·34	301·93	603·27
11·36	319,965	143,920	195,489	339,409	177·89	241·63	419·52
5·71	133,905	139,817	247,444	387,261	100·36	177·62	277·98
6·35	178,594	383,163	506,982	890,145	135·13	178·79	313·92
5·49	94,960	19,644	26,707	46,351	137·38	186·78	324·16
6·58	303,997	712,337	843,131	1,555,468	148·53	175·81	324·34
6·81	318,437	510,366	714,867	1,225,233	132·80	186·02	318·82
5·04	183,319	205,499	402,838	608,337	146·50	287·19	433·69
5·93	90,504	20,903	24,388	45,291	108·28	126·34	234·62
7·16	137,912	75,220	99,104	174,324	162·80	214·49	377·29
4·85	34,738	1,883	3,121	5,004	71·10	117·83	188·93
5 80	104,945	139,521	220,023	359,544	114·85	180·80	295·45
4·84	51,974	7,283	12,913	20,196	66·51	117·91	184·42
5·47	189,979	368,476	557,755	926,231	94·31	142·76	237·07
5·62	36,633	1,061	3,056	4,117	21·94	63·18	85·12
7·03	126,486	72,374	94,435	166,809	117·12	152·82	269·94
5·90	160,548	10,395	13,865	24,260	101·78	135·76	237·54
5·71	222,329	269,080	425,253	694,333	104·16	164·62	268·78
3·52	136	932	2,190	3,122	52·80	124·16	176·96
5·15	74,190	46,445	86,505	132,950	82·51	153·51	236·02
...	...	...	...	...	...	...	...
6·62	92,940	5,569	12,794	18,363	26·23	60·27	86·50
1·12	24,083	2,460	11,518	13,978	16·88	79·06	95·94
2·40	12,968	950	3,368	4,318	21·97	77·86	99·83
3·65	86,035	4,155	9,812	13,967	54·07	127·69	181·76
4·31	31,372	1,788	2,702	4,485	57·22	86·69	143·91
3·44	13,250	336	695	1,031	37·52	77·54	115·06
5·50	96,819	13,107	25,028	38,135	61·43	117·30	128·73
3·21	2,411	61	195	256	12·45	39·87	52·32

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	77	78	79
		GOODS		
		Cost of Working		
		Average cost of hauling a goods vehicle with its load one mile. Pies.	Average cost of hauling a goods unit (*viz.*, one ton) one mile. Pies.	Average cost of hauling a goods unit one mile including interest on capital expended on open line at the rate of 5 per cent per annum, Pies.
5′ 6″ Gauge.				
Bengal-Nagpur		27·55	2·62	4·05
Bombay, Baroda and Central India		35·95	4·24	5·89
Eastern Bengal		23·02	4·50	8·22
East Indian		16·49	1·98	3·10
Great Indian Peninsula		42·76	4·26	5·85
Madras and Southern Mahratta		30·70	3·92	5·72
Nizam's Guaranteed State		28·44	3·59	6·01
North Western		42·30	3·86	5·85
Oudh and Rohilkhand		36·00	2·89	4·80
South Indian		38·36	4·14	6·33
3′ 3¾″ Gauge.				
Assam-Bengal		28·05	6·59	14·09
Bengal and North-Western		14·90	3·11	5·54
Bhavnagar State		21·54	5·41	8·21
Bombay, Baroda and Central India		23·78	4·79	6·42
Burma		26·46	5·20	7·84
Eastern Bengal		26·46	6·29	9·66
Gondal		28·19	6·39	8·97
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		21·20	3·84	6·80
Jamnagar		26·12	8·18	12·85
Jodhpur-Bikaner		20·08	4·96	6·74
Junagad State		24·44	7·06	12·34
Madras and Southern Mahratta		23·72	5·59	8·24
Nilgiri		233·17	54·73	88·92
Rohilkund and Kumaon		21·28	4·42	7·50
Shoranur-Cochin		25·89	5·24	8·78
South Indian		26·04	5·95	8·43
Udaipur-Chitorgarh		20·12	8·32	31·88
2′ 6″ Gauge.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		22·91	6·95	11·50
Jacobabad-Kashmor		...	...	...
Kalka-Simla		150·90	32·16	52·54
Kohat-Thal and Nowshera-Durgai		50·52	51·25	69·46
Morappur Hosur		39·22	22·51	32·70
Purulia-Ranchi		22·93	8·47	14·60
Raipur-Dhamtari		25·96	8·39	13·64
Tirupattur-Krishnagiri		37·21	12·82	20·32
Trans-Indus (Kalabagh-Bannu)		79·47	21·66	28·58
2′ 0″ Gauge.				
Pipar-Bilara Light		72·15	30·14	48·47

DIX 12—*contd.*

during each financial year 1920-21.

prepare these statistics.]

80	81	82	83	84	85	85a
TRAFFIC—*concluded.* AND PROFITS.		DETAILED PERCENTAGE OF EARNINGS AND EXPENDITURE.				
Average profit on working a goods vehicle with its load one mile. Pies.	Average profit on working a goods unit (*viz.*, one ton) one mile. Pies.	Percentage to total earnings. Coaching traffic. Per cent.	Goods traffic. Per cent.	Sundries including telegraph. Per cent.	Steam-boat earnings. Per cen .	Total. Earnings. Per cent.
9·94	0·95	33·40	64·29	1·89	0·42	100·00
14·12	1·66	43·31	53 68	3·01	...	100·00
16·25	3·18	43·97	48·23	7·80	...	100·00
9·51	1·14	35·07	63·11	1·81	0·01	100·00
9·41	0·94	38·64	58·24	3·12	...	100·00
15·03	1·91	46·69	50·36	2·95	...	100·00
28·43	3·58	29·69	63·79	6·52	...	100·00
1·45	0·13	49·62	46·78	3·60	...	100·00
10·12	0·81	53·49	40·48	6·03	...	100·00
31·19	3·37	45·12	44·77	10 11	...	100·00
2·60	0·61	48·79	45·86	4·98	0·37	100·00
12·94	2·70	53·15	40·39	2·55	3·91	100·00
12 93	3·24	60·24	37·01	2·75	...	100·00
5·35	1·08	50·60	47·53	1·87	...	100·00
6·91	1·36	44·35	53·38	1·93	0·34	100·00
6·79	1·62	50 51	42·20	5·49	1·80	100·00
10·34	2·35	57·30	40·11	0·46	2·13	100·00
32·91	5·96	45·06	50 73	4·21	...	100·00
19·89	6·23	67·77	30·95	1·28	...	100·00
4·54	1·12	53·79	42·71	3·50	...	100·00
14·09	4·04	60·36	37·42	2·22	...	100·00
5·57	1·31	48·57	49·83	1·60	...	100·00
41·36	9·70	58·37	40 90	0·73	...	100·00
7·88	1·64	50·64	42·14	7·22	...	100·00
14·73	2·98	55·74	43·72	0·54	...	100·00
8·83	2·02	61·66	36·23	2·17	0 54	100·00
22·18	9·18	73·12	23·41	3·47	...	100·00
2·05	0·62	44·42	50·62	4·96	...	100·00
...	...	22·50	76·25	1·25	...	100·00
—3·27	—0·70	59·78	39·33	0·89	...	100·00
—40·26	—40·84	72·85	25·63	1·52	...	100 00
—19·01	—10·91	73·27	26·38	0·35	...	100·00
3·36	1·24	67·36	32·22	0·42	...	100·00
—1·42	—0·46	59·68	40·19	0·13	...	100·00
0·08	0·02	74·13	25·68	0·19	...	100·00
—57·23	—15·60	43·14	33·77	2·82	20 27	100·00
—33·66	—14·06	86·03	13·81	0·16	...	100·00

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	86	87	88
		Detailed Percentages		
		Percentage of working		
		Maintenance.	Locomotive expenses.	Carriage and wagon expenses.
		Per cent.	Per cent.	Per cent.
5′ 6″ Gauge.				
Bengal Nagpur		10·71	17·46	11·51
Bombay, Baroda and Central India		8·98	24·40	8·24
Eastern Bengal		16·28	16·31	—1·68
East Indian		11·18	15·62	6·92
Great Indian Peninsula		12·71	29·57	11·02
Madras and Southern Mahratta		13·06	25·57	9·54
Nizam's Guaranteed State		20·46	17·55	5·43
North Western		15·02	27·73	7·91
Oudh and Rohilkhand		14·77	17·48	6·95
South Indian		9·67	27·06	9·03
3′ 3¾″ Gauge.				
Assam-Bengal		21·61	17·64	5·53
Bengal and North-Western		10·71	12·41	6·62
Bhavnagar State		10·88	15·84	4·19
Bombay, Baroda and Central India		12·88	23·27	7·84
Burma		14·80	25·60	8·37
Eastern Bengal		17·41	20·12	6·99
Gondal		22·01*	24·02*	4·96*
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		11·60	13·74	4·89
Jamnagar		9·40	20·74	4·81
Jodhpur-Bikaner		12·07	21·96	6·24
Junagad State		12·15	18·94	3·23
Madras and Southern Mahratta		14·11	28·87	7·00
Nilgiri		12·82	47·54	5·77
Rohilkund and Kumaon		13·85	15·32	5·86
Shoranur-Cochin		15·85	12·40	6·76
South Indian		10·04	23·96	6·79
Udaipur-Chitorgarh		16·68	17·14	4·80
2′ 6″ Gauge.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		27·06	26·08	10·26
Jacobabad-Kashmor		13·13	16·25	5·00
Kalka-Simla		15·12	24·59	9·02
Kohat-Thal and Nowshera-Durgai		35·85	60·39	22·03
Morappur-Hosur		34·59	91·24	8·78
Purulia-Ranchi		33·06	19·34	9·33
Raipur-Dhamtari		20·58	18·27	8·84
Tirupattur-Krishnagiri		25·13	50·46	5·94
Trans-Indus (Kalabagh-Bannu)		34·61	71·15	12·57
2′ 0″ Gauge.				
Pipar-Bilara Light		18·34	20·66	9·48

*The percentages shown in Appendix 6 have been calculated after taking into account the hire of rolling-stock paid by the worked lines to the main line.

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

89	90	91	92	93	94*a*.	95*a*.
OF EARNINGS AND EXPENDITURE—*concld.*					TABLE A.— PER MILE	
expenses upon total earnings—*concld.*						
Traffic expenses.	General charges.	Miscellaneous charges.	Steam-boat expenses.	Total working expenses.	General Superintendence (including office expenses).	Maintenance and renewal of permanent way.
Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Rs.	Rs.
10·19	5·09	8·54	1·09	64·59	778·33	1,530·51
12·09	4·61	8·54	...	66·85	790·54	2,292·26
19·23	7·04	3·90	...	61·08	1,323·90	3,022·54
10·98	3·89	4·09	0·04	52·72	799·34	3 429·07
11·80	5·34	6·51	...	76·95	798·38	2,501·60
7·44	4·42	4·18	...	64·21	618·48	2,837·87
8·52	6·72	—2·60	...	56·08	524·98	3,825·32
12·91	4·76	4·48	...	72·81	551·04	2,273·97
12·48	4·52	3·00	...	59·20	491·74	1,714·92
8·98	4·88	3·41	...	63·03	540·86	1,555·97
*15·79	9·56	6·39	0·70	77·22	498·52	958·12
9·08	3·74	1·88	2·18	46·62	240·25	782·88
11·78	7·73	3·14	...	53·47	128·30	925·80
13·25	5·31	5·50	...	68·05	394·84	1,511·76
9·62	6·17	3·01	0·74	68·31	549·01	1,498·49
13·34	5·16	2·72	2·52	68·26	481·21	1,383·65
†8·76	†5·23	†2·69	...	†67·61	87·27	1,930·85
9·48	8·28	—5·45	...	42·54	362·51	826·95
					120·52	457·73
7·56	6·74	5·10	...	54·35	110·22	589·44
10·84	6·87	3·72	...	61·70		
9·67	7·00	2·23	...	53·21	119·67	521·02
9·12	5·33	3·39	...	67·82	319·54	1,249·03
10·08	5·56	2·64	...	84·41	748·59	2,104·49
9·95	6·42	1·99	...	53·39	271·73	790·85
9·44	5·12	2·93	0·89	53·39	Included	with the
9·19	4·98	2·96	1·25	59·17	506·29	1,130·23
9·11	4·36	1·95	...	54·04	46·01	641·82
12·14	8·42	1·82	...	85·78	322·68	808·84
6·25	3·75	0·62	...	45·00	Included	with the
13·23	3·72	3·21	...	68·89	997·16	2,442·27
30·60	22·61	24·53	...	196·02	389·83	997·87
17·56	8·03	1·84	...	161·98	192·88	706·85
8·58	7·95	1·35	...	79·61	278·37	1,044·41
9·17	9·75	1·63	...	68·24	77·91	398·72
15·01	6·98	1·76	...	105·28	242·86	511·07
31·52	15·44	10·11	23·57	197·97	773·53	1,403·72
14·75	0·95	0·62	...	64·80	20·51	218·57

* Includes 3·29 per cent on account of Jetty expenses.

† The percentages shown in Appendix 6 have been calculated after taking into account the hire of rolling-stock paid by the worked lines to the main line.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	96a	97a.	98a.
		TABLE A.—		
		PER MILE		
		Repairs of bridges, etc.	Conservancy of rivers.	Repairs of stations and buildings.
		Rs.	Rs.	Rs.
5′ 6″ GAUGE.				
Bengal-Nagpur		181·86	...	694·98
Bombay, Baroda and Central India		253·14	..	597·42
Eastern Bengal		581·45	45·55	1,625·46
East Indian		255·65	...	1,088·74
Great Indian Peninsula		937·02	...	1,046·67
Madras and Southern Mahratta		430·40	...	536·53
Nizam's Guaranteed State		73·23	...	378·41
North Western		275·82	26·74	725·15
Oudh and Rohilkhand		216·02	23·09	357·96
South Indian		219·42	...	297·38
3′ 3⅜″ GAUGE.				
Assam-Bengal		540·91	...	297·11
Bengal and North-Western		79·29	...	119·77
Bhavnagar State		12·91	...	117·35
Bombay, Baroda and Central India		108·17	...	361·75
Burma		301·07	4·29	476·64
Eastern Bengal		443·53	16·55	531·08
Gondal		21·93	...	124·24
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal		65·69	...	237·22
Jamnagar		24·09	...	173 38
Jodhpur-Bikaner		32·04	...	111·60
Junagad State		132·21	...	122·52
Madras and Southern Mahratta		173 19	...	180·05
Nilgiri		301·41	...	453·83
Rohilkund and Kumaon		91·49	11·32	97·39
Shoranur-Cochin		South	Indian	Railway
South Indian		315·00	...	462·52
Udaipur-Chitorgarh		58·31	...	77·52
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		102·53	...	203·51
Jacobabad-Kashmor		North	Western	Railway
Kalka-Simla		644·44	...	1,201·44
Kohat-Thal and Nowshera-Durgai		166·17	...	164·71
Morappur-Hosur		16·71	...	63·13
Purulia-Ranchi		312·53	...	152·20
Raipur-Dhamtari		59·36	...	63·12
Tirupattur-Krishnagiri		16·63	...	82·98
Trans-Indus (Kalabagh-Bannu)		272·98	2.78	442·49
2′ 0″ GAUGE.				
Pipar-Bilara Light		1·82	...	6·06

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

99*a*.	100*a*.	94*b*.	95*b*.	96*b*.	97*b*.	98*b*.	99*b*.

MAINTENANCE OF WAY, WORKS AND STATIONS.

OF LINE MAINTAINED.

Other charges (net). Rs.	Total Maintenance, etc. Rs.	General Superintendence (including office expenses). Rs.	Maintenance and renewal of permanent-way. Rs.	Repairs of bridges, etc. Rs.	Conservancy of rivers. Rs.	Repairs of stations and buildings. Rs.	Other charges (net). Rs.
204·92	3,390·80	574·12	1,128·96	134·15	...	512·64	151·15
67·24	4,000·60	550·23	1,595·45	176·19	...	415·82	46·81
314·55	7,413·45	655·28	1,496·04	287·80	22·54	804·54	403·17
291·52	5,864·32	472·67	2,027·70	151·17	...	643·81	172·88
348·99	5,632·66	504·89	1,581·99	592·56	...	661·90	220·70
143·89	4,567·17	493·88	2,266 14	343·69	...	428 44	114·89
177·44	4,972·68	453·15	3,302·18	63·22	...	320·59	158·16
348·09	4,200·81	375·91	1,751·25	198·15	18·25	494 69	237·46
193·90	3,042·63	299·09	1,391·82	211 85	18·74	290·52	157·87
90·68	2,704·31	463·18	1,332·53	187·90	...	254·67	77·70
125·01	2,419·67	422·51	812·04	458·45	...	251·80	105 94
116·40	1,33··50	199·57	650·33	65·80	...	99·49	96 60
66·85	1,251·21	111·38	803·70	11·21	...	101 88	358·0
142·89	2,519·41	335·83	1,285·83	92 01	...	307·69	121·53
187·50	3,017·00	414·41	1,131·09	227·25	3·24	359·75	141·51
273·55	3,109·57	379·63	1,075·79	319·90	13·06	418·97	215·80
96·21	2,260·50	77·79	1,721·08	19·55	...	110·74	85·76
116·00	1,608·37	323·19	737 25	58·56	...	211·49	103·41
15·72	791·44	112·66	427·90	22·52	...	162 08	14·70
96·42	939·72	102·09	545·97	29·67	...	103·37	89·31
80·49	975·91	108·48	472·23	119·84	...	111·06	72 96
3·28	1,925·09	286·16	1,118·57	155 10	...	161·25	2·93
246·03	3,854·35	648·49	1,823·09	261·11	...	393·16	213·13
76·60	1,339·88	233·19	678·67	78·52	9·71	84·00	65·74
3′ 3⅜″	gauge.	Included	with	the	South-Indian	Railway 3′ 3⅜″	gauge.
137·58	2,551·63	431·23	962·67	268·29	...	393·95	117·19
75·70	899·36	42·88	598·02	54·33	...	72·22	70·54
128·77	1,564·33	290·74	728 77	92·38	...	183·36	114·23
5′ 6″	gauge.	Included	with	the	North-Western	Railway 5′ 6″	gauge
568·26	5,853·57	861·09	2,108·98	556·50	...	1,037·48	490·71
107·99	1,826·57	344·55	881·96	146·87	...	145·58	95·45
46·09	1,025·66	182·28	668·02	15·79	...	59·66	46·37
83·15	1,870·66	255·87	959·98	287·27	...	139·90	76·42
63·24	662·35	73·01	378·65	55·63	...	59·15	59·26
14·11	867·65	220·92	464·91	15·13	...	75·49	12·83
236·89	3,132·39	649·25	1,178·18	229·12	2·33	371·39	196·83
21·16	268·12	19·91	212 10	1·76	...	5·88	20·58

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	1905.	94c.	95c.
		TABLE A.—MAINTENANCE OF		
			PER TOTAL	
		Total Maintenance, etc.	General Superintendence (including office expenses).	Maintenance and renewal of permanent-way.
		Rs.	As.	As.
5′ 6″ GAUGE.				
Bengal-Nagpur		2,501·02	2·23	4·39
Bombay, Baroda and Central India		2,784·50	2·10	6·08
Eastern Bengal		3,669·37	2 88	6·59
East Indian		3,467·78	1·32	5·64
Great Indian Peninsula		3,562·04	1·73	5·41
Madras and Southern Mahratta		3,647·04	1·93	8·86
Nizam's Guaranteed State		4,292·30	2·11	15·34
North Western		2,865·71	2·37	9·79
Oudh and Rohilkhand		2,469·39	2·40	8·36
South Indian		2,315·98	1·68	4·83
3′ 3½″ GAUGE.				
Assam-Bengal		2,050·74	3·33	6·42
Bengal and North-Western		1,111·88	1·42	4·62
Bhavnagar State		1,086·20	0 94	6·78
Bombay, Baroda and Central India		2,142·89	1·49	5·68
Burma		2,277·28	2·18	5 95
Eastern Bengal		2,453 15	2·29	6·48
Gondal		2,014·92	0·60	13·16
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		1,433 90	2·41	5·50
Jamnagar		739·86	1·32	5·00
Jodhpur-Bikaner		870·41	1·00	5·33
Junagad State		884·62	1·19	4·99
Madras and Southern Mahratta		1,724·01	1·48	5·77
Nilgiri		3,338·98	3·28	9·21
Rohilkund and Kumaon		1,149 83	2·28	6·66
Shoranur-Cochin		...	...	...
South Indian		2,173·33	1·64	3·65
Udaipur-Chitorgarh		831·97	0·65	9·19
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur Chhindwara Extensions.		1,409·48	2·88	7·21
Jacobabad-Kashmor		...	...	...
Kalka-Simla		5,054·76	2·80	6·85
Kohat-Thal and Nowshera-Durgai		1,614·41	2 96	7·57
Morappur-Hosur		969·32	1·76	6·44
Purulia-Ranchi		1,719 44	2 66	9·97
Raipur-Dhamtari		620·70	1·23	6·30
Tirupattur-Krishnagiri		739·28	2 60	5·47
Trans-Indus (Kalabagh-Bannu)		2,629·10	5·64	10·24
2′ 0″ GAUGE.				
Pipar-Bilara Light		260·18	0·37	3·87

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

96*c*.	97*c*.	98*c*.	99*c*.	100*c*.	94*d*.	95*d*.	96*d*.	97*d*.

WAY, WORKS AND STATIONS—*contd.*

TRAIN-MILE—*concld.*					PER 1,000 GROSS TON-MILES.			
Repairs of bridges, etc.	Conservancy of rivers.	Repairs of stations and buildings.	Other charges (net).	Total Maintenance, etc.	General superintendence (including office expenses).	Maintenance and renewal of permanent-way.	Repairs of bridges, etc.	Conservancy of rivers.
Annas.	Annas.	Annas.	Annas.	Annas.	Rs.	Rs.	Rs.	Rs.
0·52	...	1·99	9·59	9·72	0·25	0·50	0·06	...
0·67	...	1·58	0·18	10·61	0·27	0·77	0·09	...
1·27	0·10	3·55	1·78	16·17	0·40	0·91	0·17	0·01
0·42	...	1·79	0·48	9·65	0·13	0·58	0·04	...
2·03	...	2·26	0·76	12·19	0·23	0·73	0·27	...
1·34	...	1·68	0·45	14·26	0·25	1·17	0·18	...
0·29	...	1·49	0·72	19·95	0·31	2·28	0·04	...
1·19	0·12	3·12	1·50	18·09	0·27	1·11	0·14	0·01
1·27	0·11	1·74	0·95	14·88	0·34	1·18	0·18	0·02
0·68	...	0·92	0·28	3·39	0·32	0·91	0·13	...
3·63	...	1·99	0·85	16·22	0·79	1·52	0·86	...
0·47	...	0·71	0·68	7·90	0·31	1·03	0·11	...
0·09	...	0·86	0·49	9·16	0·26	1·90	0·03	...
0·41	...	1·36	0·53	9·47	0·36	1·34	0·09	...
1·19	0·02	1·89	0·75	11·98	0·47	1·27	0·25	...
2·11	0·08	2·52	1·30	14·78	0·48	1·35	0·44	0·01
0·15	...	0·85	0·65	15·41	0·20	4·42	0·05	...
0·44	...	1·58	0·76	10·69	0·59	1·34	0·11	...
0·26	...	1·90	0·17	8·65	0·43	1·64	0·09	...
0·29	...	1·09	0·87	8·49	0·24	1·28	0·07	...
1·26	...	1·17	0·77	9·34	0·38	1·68	0·43	...
0·81	...	0·83	0·01	8·90	0·41	1·60	0·22	...
1·32	...	1·99	1·08	16·88	2·19	6·15	0·88	...
0·77	0·19	0·82	0·65	11·28	0·54	1·57	0·18	0·02
Included with the		South	Indian	Railway,	3′ 3⅜″	gauge.	...	...
1·02	...	1·51	0·44	8·26	0·44	0·98	0·27	...
0·33	...	1·11	1·08	12·86	0·21	2·99	0·27	...
0·91	...	1·81	1·13	13·94	0·83	2·09	0·26	...
Included with the			North	Western	Railway	5′ 6″	gauge.	...
1·81	...	3·37	1·59	16·42	1·92	4·71	1·24	...
1·26	...	1·25	0·82	13·86	1·85	4·73	0·79	...
0·15	...	0·58	0·42	9·35	1·03	3·80	0·09	...
2·99	...	1·45	0·79	17·86	0·81	3·06	0·92	...
0·94	...	1·00	1·00	10·47	0·62	3·16	0·47	...
0·17	...	0·88	0·16	9·28	1·45	3·06	0·09	...
1·99	0·02	3·22	1·73	22·84	1·93	3·50	0·68	0·01
0·04	...	0·10	0·38	4·76	0·81	8·65	0·07	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	98*d*.	99*d*.	100*d*.
		TABLE A.—MAINTENANCE OF WAY, WORKS AND STATIONS—*concld.*		
		PER 1,000 GROSS TON-MILES—*concld.*		
		Repairs of stations and buildings. Rs.	Other charges (net). Rs.	Total Maintenance, etc. Rs.
5′ 6″ GAUGE.				
Bengal-Nagpur		0·23	0·07	1·11
Bombay, Baroda and Central India		0·20	0·02	1·35
Eastern Bengal		0·49	0·25	2·23
East Indian		0·18	0·05	0·98
Great Indian Peninsula		0·31	0·10	1·64
Madras and Southern Mahratta		0·22	0·06	1·88
Nizam's Guaranteed State		0·22	0·12	2·97
North Western		0·36	0·17	2·06
Oudh and Rohilkhand		0·24	0·13	2·09
South Indian		0·18	0·06	1·60
3′ 3¾″ GAUGE.				
Assam-Bengal		0·47	0·20	3·84
Bengal and North-Western		0·16	0·16	1·77
Bhavnagar State		0·24	0·13	2·56
Bombay, Baroda and Central India		0·32	0·12	2·23
Burma		0·40	0·15	2·54
Eastern Bengal		0·53	0·27	3·08
Gondal		0·28	0·22	5·17
Hyderabad-Godavari Valley, including Hingoli Branch and Secundera-bad-Gadwal.		0·38	0·19	2·61
Jamnagar		0·62	0·05	2·83
Jodhpur-Bikaner		0·24	0·22	2·05
Junagad State		0·39	0·27	3·15
Madras and Southern Mahratta		0·23	...	2·46
Nilgiri		1·32	0·72	11·26
Rohilkund and Kumaon		0·19	0·16	2·66
Shoranur-Cochin		Included with the	South Indian	Railway, 3′ 3¾″
South Indian		0·40	0·11	2·20
Udaipur-Chitorgarh		0·36	0·36	4·19
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·53	0·33	4·04
Jacobabad-Kashmor		Included with the	North Western	Railway, 5′ 6″
Kalka-Simla		2·32	1·10	11·29
Kohat-Thal and Nowshera-Durgai		0·78	0·51	8·66
Morappur-Hosur		0·34	0·25	5·51
Purulia-Ranchi		0·45	0·24	5·48
Raipur-Dhamtari		0·50	0·50	5·25
Tirupattur-Krishnagiri		0·49	0·12	5·21
Trans-Indus (Kalabagh-Bannu)		1·11	0·52	7·82
2′ 0″ GAUGE.				
Pipar-Bilara Light		0·24	0·33	10·60

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

101*a*.	102*a*.	103*a*.	104*a*.	105*a*.	106*a*.	107*a*.	108*a*.
TABLE B.—LOCOMOTIVE EXPENSES.							
	PER TOTAL TRAIN-MILE.						
General superintendence (including office expenses).	Running expenses.	All charges connected with the working of Rail Motors.	Fuel (average cost).	Water.	Oil, tallow and other stores.	Maintenance and renewal of locomotives.	Maintenance and renewal of motor cars.
Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.
1·19	4·05	...	2·56	0·28	0·46	4·39	...
1·24	5·36	...	10·65	0·79	1·26	7·23	...
1·16	3·23	...	5·34	0·39	0·63	4·10	...
1·14	3·31	13·05	2·01	0·22	1·04	4·11	4·45
1·41	5·75	6·54	8·30	0·41	0·78	7·86	1·34
1·36	3·63	6·10	9·79	0·62	0·31	9·13	1·21
1·25	2·47	0·01	4·23	0·41	0·55	7·43	...
1·22	4·85	...	10·93	0·84	0·95	10·74	...
1·18	2·81	...	4·97	0·38	0·49	5·21	...
1·10	3·32	...	11·86	0·34	0·37	4·13	...
1·42	2·12	...	5·04	0·34	0·30	3·08	...
0·59	1·25	...	2·90	0·28	0·34	2·65	...
0·95	1·51	...	7·16	0·38	0·46	1·83	...
1·41	3·71	...	4·89	0·45	0·61	4·31	...
1·47	3·59	10·61	10·91	0·43	0·32	2·75	0·61
1·39	2·78	...	3·30	0·31	0·65	6·13	...
0·51	1·44	...	9·29	0·72	0·74	3·18	...
1·35	2·25	...	3·53	0·58	0·50	2·64	...
1·49	1·39	...	9·37	0·06	0·51	5·75	...
0·71	1·55	...	5·87	1·12	0·65	4·51	...
0·72	1·65	...	3·47	0·67	0·65	1·91	...
0·96	3·16	...	5·04	0·60	0·27	5·90	...
1·99	14·91	...	25·62	0·78	2·87	8·41	...
1·15	1·49	...	4·50	0·34	0·40	3·78	...
gauge.	...	...	...	...	...	...	Included with the
0·95	3·66	0·02	8·35	0·35	0·53	4·09	...
1·14	0·90	...	4·95	0·52	0·79	4·35	...
1·06	2·12	...	2·74	0·47	0·31	4·42	...
gauge.	...	...	...	...	...	...	Included with the
1·56	5·21	...	6·18	0·14	0·98	9·04	...
1·68	4·82	...	6·04	1·07	0·66	7·60	...
1·27	2·72	...	3·01	0·76	0·47	11·23	...
1·20	2·95	...	1·93	0·81	0·47	2·44	...
0·99	2·07	...	1·45	0·86	0·34	2·34	...
0·81	3·54	...	6·01	2·25	0·89	5·44	...
1·38	8·10	...	15·64	2·09	0·73	12·63	...
...	1·01	...	2·63	0·37	0·40	0·93	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	109*a*.	110*a*.	111*a*.
		TABLE B.—		
		PER TOTAL TRAIN-MILE—*concld.*		
		Maintenance and renewal of machinery, tools and plant.	Other charges (net).	Total locomotive expenses.
		Annas.	Annas.	Annas.
5′ 6″ GAUGE.				
Bengal-Nagpur		0·68	2·21	15·82
Bombay, Baroda and Central India		0·41	1·80	28·74
Eastern Bengal		0·84	0·45	16·14
East Indian		0·32	1·30	18·45
Great Indian Peninsula		0·74	3·29	28·54
Madras and Southern Mahratta		1·20	1·93	27·97
Nizam's Guaranteed State		0·06	0·70	17·10
North Western		1·02	2·83	33·38
Oudh and Rohilkhand		0·72	1·76	17·52
South Indian		0·43	0·94	23·49
3′ 3¾″ GAUGE.				
Assam-Bengal		0·26	0·41	12·97
Bengal and North-Western		0·12	1·04	9·17
Bhavnagar State		0·36	0·65	13·30
Bombay, Baroda and Central India		0·69	1·04	17·11
Burma		0·20	1·15	20·82
Eastern Bengal		0·49	2·03	17·08
Gondal		0·46	0·47	16·81
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		0·06	1·76	12·67
Jamnagar		0·87		12·64
Jodhpur-Bikaner		0·31	0·73	15·45
Junagad State		0·29	0·20	14·56
Madras and Southern Mahratta		0·57	1·70	18·20
Nilgiri		1·57	6·42	62·57
Rohilkund and Kumaon		0·39	0·42	12·47
Shoranur-Cochin		South	Indian	Railway,
South Indian		0·42	0·79	19·13
Udaipur-Chitorgarh		0·57	0·01	13·23
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·04	2·28	13·44
Jacobabad-Kashmor		North	Western	
Kalka-Simla		1·64	0·32	25·07
Kohat-Thal and Nowshera-Durgai		0·22	1·26	23·35
Morappur-Hosur		0·12	0·13	24·71
Purulia-Ranchi		0·07	0·58	10·45
Raipur-Dhamtari		0·05	1·19	9·29
Tirupattur-Krishnagiri		0·10	0·09	18·63
Trans-Indus (Kalabagh-Bannu)		0·39	6·01	46·97
2′ 0″ GAUGE.				
Pipar-Bilara Light		0·01	0·01	5·36

*Excludes expenditure attributable to motors.

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

101*b*.	102*b*.	103 *b*.	104*b*.	105*b*.	406*b*.	107*b*.

LOCOMOTIVE EXPENSES—*contd.*

PER ENGINE MILE.

General Superintendence (including office expenses).	Running expenses.	All charges connected with the working of Rail Motors.	Fuel (average cost).	Water.	Oil, tallow and other stores.	Maintenance and renewal of locomotives.
Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.
0·89	3·04	...	1·92	0·21	0·85	3·30
1·08	4·36	...	8·65	0·64	1·02	5·88
0·79	2·19	...	3 62	0·27	0·42	2·77
0·80	2·32	11·08	2 41	0·16	0·73	2·39
1·17	4·76	6 44	6·87	0·34	0·64	6·51
1·11	2·98	6 07	8·04	0·51	0·25	7·49
1·04	2·06	...	3·53	0·34	0·46	6·19
0·91	3·59	...	8·08	0·62	0·71	7 95
0·99	2 35	...	4·15	0·32	0 41	4·86
0·95	3·33	...	10·35	0·30	0·76	3·60
1·14	1·68	...	3·98	0·27	0·24	2·42
0·47	1·01	...	2·33	0·23	0·27	2·13
0·75	1·19	...	5·63	0·30	0·36	1·43
1·21	3·18	...	4·20	0·38	0·53	3·70
1·17	2·86	10·61	8·68	0·34	0·26	2·18
1·03	2 06	...	2·44	0·23	0·49	4·54
0·44	1·23	...	7·96	0·62	0·63	2·72
1·15	1·91	...	3·00	0·49	0·42	2·25
1·19	1·11	...	7·4	0·05	0·41	4·59
0·63	1·40	...	5·26	1·00	0·58	4·04
0·62	1·43	...	7·34	0·58	0·56	1·66
0·83	2·74	...	4·37	0·52	0·23	5 11
1·61	12·11	...	20 81	0·63	2·34	6·83
0·88	1·14	...	3·41	0·26	0·30	2·87
3′ 3½″	gauge.	...	...	...	Included with the South Indian	
0·84	3·21	0·02	7·34	0·31	0·47	3·59
1·06	0 84	...	4·56	0·48	0·73	4·02
0·83	1·66	...	2·13	0·37	0·24	3·44
Railway,	5′ 6″	gauge	...	...	Included with the North Western	
1·12	3·74	...	4·45	0·10	0·70	6·50
1·12	3·20	...	4·01	0·71	0·44	5·04
1·25	2·68	...	7·91	0·75	0·47	11·03
0·86	2·10	...	1·38	0·58	0·33	1·74
0·72	1·50	...	1·05	0·62	0·24	1·69
0·80	3·54	...	6·01	2·24	0·39	5·44
0·75	4·39	...	8·48	1·18	0·39	6·85
	1·01	...	2·63	0·37	0·40	0·23

APPEN

Analysis of working of each railway system.

[Note – Railways not shown do not

Railway system.	Serial number.	103 *b*.	109*b*.	110*b*.	111*b*.
		TABLE B—			
		PER ENGINE MILE—*concld.*			
		Maintenance and renewal of motor cars.	Maintenance and renewal of machinery, tools and plant.	Other charges (net).	Total Locomotive expenses.*
		Annas.	Annas.	Annas.	Annas.
5′ 3″ GAUGE.					
Bengal-Nagpur		...	0·51	1·67	11·89
Bombay, Baroda and Central India		...	0·33	1·45	23·36
Eastern Bengal		...	0·57	0·31	10·94
East Indian		3·78	0·22	0·91	9·44
Great Indian Peninsula		1·32	0·61	2·72	23·62
Madras and Southern Mahratta		1·21	0·99	1·59	22·96
Nizam's Guaranteed State		...	0·05	0·59	14·26
North Western		...	0·75	2·09	24·69
Oudh and Rohilkhand		...	0·60	1·47	14·65
South Indian		...	0·38	0·82	20·49
3′ 3¾″ GAUGE.					
Assam-Bengal		...	0·21	0·32	10·26
Bengal and North-Western		...	0·09	0·84	7·37
Bhavnagar State		...	0·28	0·51	10·45
Bombay, Baroda and Central India		...	0·60	0·90	14·70
Burma		0·61	0·15	0·92	16·56
Eastern Benga		...	0·36	1·51	12·66
Gondal		...	0·40	0·40	14·40
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		...	0·05	1·50	1·77
Jamnagar		...	0·05	...	14·86
Jodhpur-Bikaner		...	0·28	0·65	13·84
Junagad State		...	0·25	0·17	12·61
Madras and Southern Mahratta		...	0·49	1·47	15·78
Nilgiri		...	1·27	5·21	50·81
Rohilkund and Kumaon		...	0·30	0·32	9·48
Shoranur-Cochin		Railway, 3 3¾″	gauge.	...	...
South Indian		...	0·36	0·69	16·81
Udaipur-Chitorgarh		...	0·53	0·01	12·23
2′ 6″ GAUGE.					
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chindwara Extenisons		...	0·93	1·77	10·47
Jacobabad-Kashmor		Railway 5′ 6″	gauge.	...	...
Kalka-Simla		...	1·18	0·23	18·02
Kohat-Thal and Nowshera-Durgai		...	0·15	0·84	15·51
Morappur-Hosur		...	0·12	0·13	24·39
Purulia-Ranchi		...	0·05	0·42	7·46
Raipur-Dhamtari		...	0·04	0·86	6·72
Tirupattur-Krishnagiri		...	0·10	0·09	18·61
Trans Indus (Kalabagh-Bannu)		...	0·21	3·26	25·46
2′ 0″ GAUGE.					
Pipar-Bilara Light		...	0·01	0·01	5·36

*Excludes expenditure attributable to motors.

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

101 *c.*	102*c.*	103 c.	104*c.*	105*c.*	106*c.*	107*c.*	108 c.

LOCOMOTIVE EXPENSES—*contd.*

PER 1,000 GROSS TON-MILES.							
General Superintendence (including office expenses). Rs.	Running expenses. Rs.	All charges connected with the working of Rail Motors. Rs.	Fuel (average cost). Rs.	Water. Rs.	Oil, tallow and other stores. Rs.	Maintenance and renewal of locomotives. Rs.	Maintenance and renewal of motor cars. Rs.
0·14	0·46	...	0·29	0·03	0·05	0·50	...
0·16	0·69	...	1·36	0·10	0·16	0·92	...
0·16	0·45	...	0·74	0·05	0·09	0·57	...
0·11	0·34	18·70	0·21	0·02	0·11	0·42	6·38
0·19	0·78	8·59	1·12	0·06	0·10	1·06	1·76
0·18	0·48	4·06	1·29	0·08	0·04	1·20	0·81
0·19	0·37	...	0·63	0·06	0·08	1·11	...
0·14	0·55	...	1·25	0·10	0 11	1·22	...
0·17	0·39	...	0·70	0·05	0·07	0·74	...
0·21	0·73	...	2·26	0·06	0·16	0·79	...
0·32	0·51	...	1·19	0·08	0·07	0·73	...
0 13	0·29	...	0·66	0·06	0·08	0·61	...
0 26	0·42	...	2·00	0·11	0·13	0·51	...
0·32	0·88	...	1·15	0·10	0·14	1·02	...
0·31	0·75	16·65	2·30	0·09	0·07	0·58	0·88
0·29	0·58	...	0·69	0·06	0·14	1·28	...
0·17	0·48	...	3·12	0·24	0·25	1·07	...
0·33	0·55	...	0·86	0·14	0·12	0·65	...
0·49	0·46	...	3·07	0·02	0·17	1·89	...
0·17	0·33	...	1·42	0·27	0·16	1·09	...
0·24	0·56	...	2·86	0·23	0·22	0·64	...
0 27	0·87	...	1·39	0·17	0·07	1·63	...
1·33	9·95	...	17·09	0·52	1·92	5·61	...
0·28	0·35	...	1·06	0·08	0·09	0·89	...
...	...	..	Included with the South Indian Railway, 3′ 3½″ gauge				...
0·25	0·97	0·01	2·22	0·09	0·14	1·09	...
0·37	0·30	...	1·61	0·17	0·26	1·41	...
0·31	0·61	...	0·79	0·14	0·09	1·28	...
...	...	...	Included with the North Western Railway, 5′ 6″ gauge				...
1·08	3·58	...	4·25	0·09	0·67	6·22	...
1·05	3·01	...	3·77	0·67	0·42	4·74	...
0·75	1·60	...	4.72	0·45	0·28	6·62	...
0·37	0·91	...	0·59	0·25	0·14	0·75	...
0·50	1·04	...	0·73	0·43	0·17	1·17	...
0·45	1·99	...	3·37	1·26	1·22	3·05	...
0·47	2·77	...	5·35	0·72	0·25	4·33	...
...	2·24	...	5·35	0·84	0·89	2·07	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	109*c*.	110..	111*c*.
		TABLE B.—LOCOMOTIVE EXPENSES—*concld.*		
		PER 1,000 GROSSTON-MILES—*concld.*		
		Maintenance and renewal of machinery, tools and plant. Rs.	Other charges (net). Rs.	Total Locomotive expenses. * Rs.
5′ 6″ GAUGE.				
Bengal-Nagpur		0·08	0·25	1·80
Bombay, Baroda and Central India		0·05	0·23	3·67
Eastern Bengal		0·11	0·06	2·23
East Indian		0·03	0·13	1·37
Great Indian Peninsula		0·10	0·44	3·85
Madras and Southern Mahratta		0·16	0·25	3·68
Nizam's Guaranteed State		0·01	0·10	2·55
North Western		0·12	0·32	3·81
Oudh and Rohilkhand		0·10	0·25	2·47
South Indian		0·08	0·18	4·47
3′ 3⅜″ GAUGE.				
Assam-Bengal		0·07	0·10	3·07
Bengal and North-Western		0·03	0·23	2·09
Bhavnagar State		0·10	0·18	3·71
Bombay, Baroda and Central India		0·17	0·24	4·02
Burma		0·04	0·24	4·38
Eastern Bengal		0·10	0·42	3·56
Gondal		0·15	0·16	5·64
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		0·01	0·48	3·09
Jamnagar		0·02	...	6·12
Jodhpur-Bikaner		0·08	0·18	3·74
Junagad State		0·10	0·07	4·92
Madras and Southern Mahratta		0·16	0·47	5·03
Nilg'ri		1·03	4·28	41·78
Rohilkund and Kumaon		0·09	0·10	2·94
Shoranur-Cochin		Included with	the South	Indian Railway,
South Indian		0·11	0·21	5·08
Udaipur-Chitorgarh		0·18	...	4·30
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·01	0·66	3·89
Jacobabad-Kashmor		Included with	the North Western	Railway,
Kalka-Simla		1·13	0·22	17·24
Kohat-Thal and Nowshera-Durgai		0·14	0 79	14·59
Morappur-Hosur		0·07	0·08	14·57
Purulia-Ranchi		0·02	0·18	3·21
Raipur-Dhamtari		0·03	0·59	4 66
Tirupattur-Krishnagiri		0·06	0·05	10·45
Trans Indus (Kalabagh-Bannu)		0·13	2·06	16·08
2′ 0″ GAUGE.				
Pipar-Bilara Light		0·03	0·02	11·94

* Excludes expenditure attributable to motors.

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

112*a*.	113*a*.	114*a*.	115*a*.	116*a*.	117*a*.	118*a*.

TABLE C.—CARRIAGE AND WAGON EXPENSES—*contd.*

PER TOTAL TRAIN-MILE.

General Superintendence (including office expenses).	Repairs and renewals of coaching vehicles.	Repairs and renewals of goods vehicles.	Repairs and renewals of machinery, tools and plant.	Cleaning and oiling.	Other charges (net).	Total Carriage and Wagon expenses.
Annas.	Annas.	Annas.	Annas.	Annas.	Annas.	Annas.
0·42	2·58	5·76	0·22	1·17	—0·01	10·44
0·46	4·36	3·58	0·26	1·14	...	9·74
0·75	3·53	—7·87	0·52	1·30	0·10	—1·67
0·31	1·27	3·41	0·14	0·77	0·08	5·98
0·58	3·96	4·41	0·29	1·37	0·04	10·65
0·62	4·50	4·54	0·21	0·64	—0·06	10·45
0·55	1·49	2·63	0·03	0·50	0·09	5·29
0·56	3·33	4·09	0·27	1·22	0·05	9·52
0·63	2·74	2·62	0·23	0·74	0·01	6·97
0·34	2·16	4·09	0·14	1·08	0·02	7·83
0·53	1·37	1·56	0·01	0·60	0·01	4·07
0·22	0·93	3·13	0·07	0·37	0·01	4·73
0·32	1·56	0·88	0·18	0·52	...	3·46
0·60	2·38	2·04	0·19	0·55	...	5·76
0·57	1·55	4·11	0·12	0·37	0·12	6·84
0·57	2·48	1·67	0·10	0·74	0·27	5·93
0·21	1·90	0·77	0·12	0·39	0·04	3·43
0·60	1·41	2·07	0·02	0·34	0·07	4·51
0·49	2·90	0·37	0 01	0·65	...	4·42
0·26	1·72	1·71	0·20	0·45	0·05	4·39
0·24	1·21	0·38	0·02	0·60	0·03	2·48
0·33	1·79	1·92	0·11	0·33	—0·07	4·41
0·64	2·75	1·40	0·13	2·60	0·07	7·59
0·49	2·03	1·54	0·11	0·59	0·01	4·77
3′ 3½″ gauge.	Included with the South Indian		Railway 3′ 3½″	gauge.	...	...
0·32	3·44	0·87	0·13	0·73	0·02	5·51
0·29	2·29	0·37	0·06	0·68	...	3·69
0·29	2·35	2·00	0·02	0·63	...	5·29
5′ 6″ gauge	Included with the North		Western Railway, 5′ 6″ gauge.		...	...
0·57	4·63	3·30	0·03	1·25	0·01	9·79
0·38	3·93	1·79	0·07	2·26	0·09	8·52
0·41	0·88	0·30	0·03	0·74	0·02	2·38
0·64	1·93	1·64	0·01	0·82	...	5·04
0·57	2·57	0·93	0·02	0·40	0·01	4·50
0·25	0·82	0·24	0·02	0·71	0·15	2·19
0·42	3·33	2·47	0·06	2·00	0·01	8·29
...	0·85	1·39	...	0·21	0·01	2·46

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

TABLE C.—CARRIAGE AND

PER 1,000

Railway system.	Serial number.	112b. General superintendence (including office expenses). Rs.	113b. Repairs and renewals of coaching vehicles calculated on coaching vehicle mileage. Rs.	114b. Repairs and renewals of goods vehicles calculated on goods vehicle mileage. Rs.
5' 6" GAUGE.				
Bengal-Nagpur		1·02	34·44	17·53
Bombay, Baroda and Central India		1·04	28·59	12·23
Eastern Bengal		1·34	21·06	—19·91
East Indian		0·65	12·69	9·18
Great Indian Peninsula		2·01	33·82	25·81
Madras and Southern Mahratta		1·73	32·96	20·19
Nizam's Guaranteed State		1·52	16·49	9·76
North Western		1 29	7·66	9·42
Oudh and Rohilkhand		1·44	21·05	8·60
South Indian		1·49	17·85	36·97
3' 3¾" GAUGE.				
Assam-Bengal		1·40	7·80	7·61
Bengal and North-Western		0·44	4·13	11·14
Bhavnagar State		0·94	7·17	7·24
Bombay, Baroda and Central India		1·40	14·29	7·78
Burma		1·31	3·60	9·57
Eastern Bengal		1·77	13·76	8·34
Gondal		0·75	11·14	7·35
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		1·85	9·63	11·54
Jamnagar		1·68	12·72	6·02
Jodhpur-Bikaner		0·82	11·58	12·45
Junagad State		0·79	7·75	2·57
Madras and Southern Mahratta		0·93	14·02	8·44
Nilgiri		5·73	37·32	36·70
Rohilkund and Kumaon		1·16	12·17	5·94
Shoranur-Cochin		Included	with the South	Indian
South Indian		0·97	20·10	5·28
Udaipur-Chitorgarh		0·83	8·97	4·60
2' 6" GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		0·72	11·79	9·63
Jacobabad-Kashmor		Included	with the North	Western
Kalka-Simla		4·14	33·29	23·78
Kohat-Thal and Nowshera-Durgai		1 37	14 20	6·48
Morappur-Hosur		1·53	4 76	3·85
Purulia-Ranchi		1 66	7·36	12·91
Raipur-Dhamtari		1·89	20·49	5·29
Tirupattur-Krishnagiri		0·92	3·86	3·99
Trans Indus (Kalabagh-Bannu)		1·37	10·68	7·94
2' 0" GAUGE.				
Pipar-Bilara Light		...	7·52	40·71

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

115*b*.	116*b*.	117*b*.	118*b*.	119*a*.	120*a*.	121*a*.	122*a*.
WAGON EXPENSES—*concld.*				TABLE D.—TRAFFIC EXPENSES—*concld.*			
VEHICLE-MILES RUN BY HOME VEHICLES—*concld.*				PER TOTAL TRAIN-MILE.			
Repairs and renewals of machinery, tools and plant. Rs.	Cleaning and oiling. Rs.	Other charges (net). Rs.	Total Carriage and Wagon expenses. Rs.	General superintendence (including office expenses). Annas.	Station staff. Annas.	Train staff. Annas.	Fuel, lighting, water and general stores. Annas.
0·54	2·35	—0·04	25·33	1·47	4·34	1·31	1·15
0·58	2·56	0·02	21·98	1·29	7·92	1·51	1·96
0·93	2·30	0·17	—2·97	2·37	11·24	2·05	2·25
0·31	1·63	0·17	12·69	1·35	4·37	1·47	1·47
0·99	4·77	0·16	37·01	1·10	5·61	2·29	1·55
0·58	1·76	—0·18	26·91	1·10	4·09	1·18	1·00
0·08	1·39	0·26	14·69	1·26	3 43	1 32	0·90
0·62	2·32	0·12	21·93	1·66	8·25	2·16	2·20
0·54	1·70	0·02	16·03	2·11	5 51	1·70	1·80
0·62	4·66	0·08	32·83	0·99	3·34	1·18	1·24
0·06	1·56	0·03	10·70	1·69	4·72	0·91	1·34
0·13	0·73	0·02	9·35	0·78	3·04	0·66	0·79
0·54	1·55	...	10·22	1·21	4·12	0·74	1·57
0·43	1·27	—0·01	13·36	1·07	4·55	1·11	1·59
0·28	0·87	0·28	15·91	1·40	3·59	1·13	0·78
0·26	1·96	0·71	15·41	2·02	5·79	1·55	1·39
0·42	1·42	0·15	12·44	0·48	2·54	0·44	1·60
0·07	1·05	0·22	13·87	1·38	3·09	1·50	0·89
0·05	2·22	...	15·22	1·30	2·13	0·59	0·96
0·71	1·57	0·18	15·34	1·15	2·57	0·59	1·98
0·09	1·99	0·09	8·20	1·00	3·48	0·56	0·61
0·32	0·93	—0·20	12·43	0·81	2 69	0·97	0·52
1·17	23·22	0·61	67·84	1·81	6·77	2·96	0·81
0·27	1·37	0·04	11·22	1·34	3·51	0·68	1·25
Railway,	3′ 3½″	gauge	...	...	...	...	...
0·38	2·18	0·06	16·43	1·03	3·28	1·07	1·19
0·16	2·02	...	16·58	0·89	2·31	0·36	0·79
0·03	1·55	0·01	18·01	1·12	3·26	0·28	0·72
Railway,	5′ 6″ —	gauge	...	...	...	...	...
0·19	8·99	0·09	70·48	2·38	6·42	2 07	0·90
0·24	8·19	0·32	80·80	1·68	5 61	1·59	2·42
0·14	2·32	0·07	9·04	1·39	1·93	0·73	0·23
0·03	2·10	...	12·97	0·46	3 04	0·56	0·47
0·07	1·30	0·03	14·91	0·49	2·48	1·68	—0·13
0·09	2·61	0·54	8·05	1·67	2·29	0·60	0·27
0·19	6·42	0·03	26·68	2·21	13·76	1·95	0·84
...	1·48	0·05	16·77	...	2·41	0·31	...

APPEN

Analysis of working of each railway system.

[Note.—Railways not shown do not

Railway system.	Serial number.	123*a*.	124*a*.	125*a*.
		TABLE D.—		
		PER TOTAL TRAIN-MILE		
		Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods, etc.
		Annas.	Annas.	Annas.
5′ 6″ GAUGE.				
Bengal-Nagpur		0·18	0·27	0·02
Bombay, Baroda and Central India		2·34	0·22	...
Eastern Bengal		0·17	0·85	0·02
East Indian		0·21	0·39	0·04
Great Indian Peninsula		0·22	0·48	...
Madras and Southern Mahratta		0·19	0·52	0·05
Nizam's Guaranteed State		0·26	0·62	0·01
North Western		0·73	0·35	0·01
Oudh and Rohilkhand		0·33	0·43	0·01
South Indian		0·09	0·78	...
3′ 3¾″ GAUGE.				
Assam-Bengal		0·08	0·37	...
Bengal and North-Western		0·13	0·63	...
Bhavnagar State		0·27	1·57	...
Bombay, Baroda and Central India		0·23	0·76	...
Burma		0·15	0·63	...
Eastern Bengal		0·20	0·28	...
Gondal		0·02	0·83	...
Hyderabad-Godavari Valley, including Hingoli Branch and Secunderabad Gadwal.		0·10	0·67	0·01
Jamnagar		0·06	0·97	...
Jodhpur-Bikaner		0·21	0·65	...
Junagad State		0·17	1·22	...
Madras and Southern Mahratta		0·11	0·52	...
Nilgiri		0·22	0·64	...
Rohilkund and Kumaon		0·07	0·89	...
Shoranur-Cochin		Included	with the	
South Indian		0·08	0·89	...
Udaipur-Chitorgarh		0·21	1·67	...
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		0·08	0·04	...
Jacobabad-Kashmor		...	Included	with the North
Kalka-Simla		0·71	0·08	0·42
Kohat-Thal and Nowshera-Durgai		...	0·39	...
Morappur-Hosur		0·15	0·31	...
Purulia-Ranchi		...	0·07	...
Raipur-Dhamtari		...	0·10	...
Tirupattur-Krishnagiri		0·16	0·53	...
Trans Indus (Kalabagh-Bannu)		1·15	0·34	...
2′ 0″ GAUGE.				
Pipar-Bilara Light		...	0·24	...

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

126 *a.*	127 *a.*	128 *a.*	129 *a.*	119 *b.*	120 *b.*	121 *b.*	122 *b.*

TRAFFIC EXPENSES—*contd.*

—*concld.*				PER CENT. OF TRAFFIC EARNINGS. (*Abstracts H. and I. of Revenue Accounts*).			
Miscellaneous expenses.	Payments to other lines.	Other charges (net).	Total traffic expenses.	General superintendence (including office expenses)	Station staff.	Train staff.	Fuel, lighting, water and general stores.
Annas.	Annas.	Annas.	Annas.	Per cent.	Per cent.	Per cent.	Per cent.
0·01	0·49	...	9·24	1·66	4·90	1·48	1·29
0·01	0·02	...	14·27	1·13	6·91	1·32	1·71
0·02	...	0·03	19·10	2·60	12·28	2·24	2·46
0·03	0·14	0·01	9·48	1·59	5·16	1·73	1·73
0·01	0·04	0·01	11·31	1·18	6·04	2·47	1·67
0·05	0·01	—0·06	8·13	1·04	3·86	1·11	0·94
0·03	0·53	0·05	8·31	1·29	3·52	1·25	0·93
0·01	0·11	0·14	15·55	1·88	7·09	1·86	1·89
0·10	0·51	0·03	12·53	2·24	5·84	1·80	1·91
0·02	0·25	—0·09	7·80	1·27	4·28	1·52	1·59
0·01	0·11	0·02	9·25	2·43	6·78	1·32	1·93
0·05	0·28	0·11	6·47	1·19	4·68	1·02	1·21
0·01	0·42	0·01	9·93	1·47	5·02	0·91	1·92
0·01	0·42	...	9·74	1·47	6·31	1·54	2·20
0·07	...	0·04	7·79	1·77	4·54	1·43	0·99
0·01	0·06	0·03	11·33	2·57	7·35	1·97	1·77
0·05	0·15	0·02	6·13	0·71	3·72	0·65	2·35
0·03	1·07	0·01	8·75	1·56	3·50	1·70	1·01
0·05	0·89	...	6·95	1·43	2·35	0·64	1·06
...	0·44	0·04	7·63	1·70	3·78	0·86	2 02
0·05	0·34	0·01	7·44	1·32	4·62	0·75	0 82
0·03	0·11	—0·01	5·75	1·30	4·34	1·57	0 82
0·05	...	...	13·26	1·39	5·18	2·26	0·62
0·02	0·03	...	8·09	1·78	4·65	0·89	1·66
South	Indian Railway	3′ 3⅜″ gauge	...	...	...	...	...
0·02	0·04	0·03	7·43	1·31	4·17	1·36	1·51
0·04	0·77	...	7·04	1·19	3·09	0·48	1·06
0·02	0·03	...	6·25	2·28	6·65	2·00	1·48
Western	Railway 5′ 6″	gauge	...	...	...	...	...
...	1·40	0·02	14·40	2·21	5·96	1·93	0·84
...	...	0·14	11·83	4·42	14·74	4·12	6·38
0·01	...	0·01	4·75	5·10	7·17	2·72	0·87
0·02	...	...	4·62	0·85	5·65	1·04	0·88
0·04	...	...	4·66	0·96	4·89	3·30	—0·25
0·01	...	0·01	5·54	4·53	6·22	1·64	0·73
...	...	0·18	20·14	4·35	27·10	3·86	1·65
...	0·86	...	3·62	...	9·32	1·19	0·02

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	123*b*.	124*b*.	125*b*.
		TABLE D.—		
		PER CENT OF TRAFFIC		
		Clothing.	Printing, stationery and tickets.	Charges for delivery and collection of goods, etc.
		Per cent.	Per cent.	Per cent.
5′ 6″ GAUGE.				
Bengal-Nagpur		0·21	0·30	0·02
Bombay, Baroda and Central India		0·30	1·06	...
Eastern Bengal		0·29	0·92	0·02
East Indian		0·26	0·47	0·05
Great Indian Peninsula		0·24	0·51	...
Madras and Southern Mahratta		0·18	0·49	0·05
Nizam's Guaranteed State		0·27	0·64	0·01
North Western		0·68	0·30	0·01
Oudh and Rohilkhand		0·35	0·46	0·01
South Indian		0·11	0·99	...
3′ 3⅜″ GAUGE.				
Assam-Bengal		0·12	0·38	...
Bengal and North-Western		0·20	0·97	...
Bhavnagar State		0·32	1·92	...
Bombay, Baroda and Central India		0·32	1·06	...
Burma		0·19	0·79	...
Eastern Bengal		0·25	0·85	...
Gondal		0·92	1·22	...
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		0·11	0·76	0·01
Jamnagar		0·07	1·07	...
Jodhpur-Bikaner		0·31	0·96	...
Junagad State		0·22	1·62	...
Madras and Southern Mahratta		0·18	0·83	...
Nilgiri		0·17	0·49	...
Rohilkund and Kumaon		0·09	1·18	...
Shoranur-Cochin		Included	with the	South Indian
South Indian		0·11	0·87	...
Udaipur-Chitorgarh		0·29	0·24	...
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions		0·16	0·09	...
Jacobabad-Kashmor		Included	with the	North Western
Kalka-Simla		0·66	0·07	0·39
Kohat-Thal and Nowshera-Durgai		...	1·03	...
Morappur-Hosur		0·55	1·16	...
Purulia-Ranchi		...	0·14	...
Raipur-Dhamtari		...	0·19	...
Tirupattur-Krishnagiri		0·43	1·42	...
Trans Indus (Kalabagh-Bannu)		2·27	0·09	...
2′ 0″ GAUGE.				
Pipar-Bilara Light		...	0·91	...

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

126*b*.	127*b*.	128*b*.	129*b*.		130*a*.	131*a*.	132*a*.
TRAFFIC-EXPENSES.—*concld.*					TABLE E.—GENERAL CHARGES—contd.		
EARNINGS (*Abstracts H. and I. of Revenue Accounts*)—*concld.*					PER TOTAL TRAINMILE.		
Miscellaneous expenses.	Payments to other lines.	Other charges (net).	Total Traffic expenses.	General Superintendence per cent. on traffic earnings (including steam-boat).	Home expenditure.	Agent's Office salaries and expenses.	Audit accounts and pay office.
Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Annas.	Annas.	Annas.
0·01	0·55	0·01	10·43	1·66	0·51	0·20	0·99
0·01	0·02	—0·01	12·45	1·13	0·52	0·30	1·44
0·02	...	0·03	20·86	2·60	0·06	0·44	1·45
0·03	0·16	0·01	11·19	1·59	0·32	0·19	0·60
0·01	0·04	0·01	12·17	1·18	0·33	0·23	1·14
0·05	0·01	—0·06	7·67	1·04	0·51	0·28	1·05
0·03	0·54	0·05	8·53	1·29	0·62	0·46	1·80
...	0·10	0·12	13·38	1·56	0·01	0·21	1·06
0·10	0·55	0·02	13·28	2·24	0·04	0·37	1·47
0·03	0·32	—0·12	9·99	1·27	0·59	0·27	0·97
0·02	0·15	0·02	13·30	2·48	0·90	0·94	1·29
0·08	0·42	0·17	9·94	1·15	0·48	0·28	0·87
0·02	0·52	0·01	12·11	1·47	0·21	0·74	1·75
0.01	0·58	...	13·50	1·47	0·50	0·19	0·90
0·09	...	0·05	9·85	1·76	0·70	0·45	0·99
0·02	0·08	0·04	14·40	2·52	Included	with	the
		0·02			...	0·52	0·88
0·08	0·22		8·39	0·71			
		0·01					
0·03	1·21		9·90	1·56	0·73	0·52	2·07
0·05	0·98	...	7·65	1·43	...	1·10	2·48
...	0·64	0·06	11·23	1·70	...	0·38	1·09
0·07	0·45	0·02	9·89	1·32	...	0·94	1·61
0·05	0·19	—0·01	9·27	1·30	0·48	0·17	0·63
0·04	...	0·01	10·16	1·39	0·90	0·41	1·56
0·03	0·44	...	10·72	1·78	0·83	0·45	1·74
Railway	3′ 3⅜″ gauge.	...	...	...	...	...	...
0·03	0·05	0·04	9·45	1·31	0·56	0·26	0·92
0·05	1·04	...	9·44	1·19	...	0·96	1·23
0·05	0·05	0·01	12·77	2·28	1·58	0·16	0·72
Railway, 5′ 6″ gauge		...	...	...	...	...	...
...	1·28	0·01	13·35	2·20	0·01	0·88	0·83
0·01	...	0·37	31·07	4·42	0 04	0·43	2·23
0·02	...	0·03	17·62	5·10	0·19	0·09	0·42
0·05	...	...	8·61	0·85	1·70	0·17	0·76
0·09	...	...	9·18	0·96	2·81	0·16	0·90
0·04	...	0·02	15·03	4·53	0·25	0·11	0·53
—0·01	...	0·36	39·67	3·45	0·08	0·42	2·13
...	3·33	...	14·77	...	...	...	0·21

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial Number.	133 *q*.	134 *a*.	135 *a*.
		TABLE E—		
		PER TOTAL		
		Stores Department.	Medical Department.	Rents and miscellaneous.
		Annas.	Annas.	Annas.
5′ 6″ GAUGE.				
Bengal-Nagpur		0·48	0·34	0·37
Bombay, Baroda and Central India.		0·67	0·31	0·45
Eastern Bengal		0·78	0·43	1·05
East Indian		0·23	0·25	0·37
Great Indian Peninsula		0·45	0·23	0·27
Madras and Southern Mahratta		0·37	0·25	0·34
Nizam's Guaranteed State		0·55	0·41	0·65
North Western		0·65	0·27	0·51
Oudh and Rohilkhand		0·58	0·31	0·45
South Indian		0·41	0·22	0·34
3′ 3⅜″ GAUGE.				
Assam-Bengal		0·43	0·71	0·40
Bengal and North-Western		0·10	0·14	0·15
Bhavnagar State		0·48	0·32	0·64
Bombay, Baroda and Central India		0·27	0·28	0·25
Burma		0·33	0·52	0·60
Eastern Bengal		Eastern	Bengal	Railway.
Gondal		0·17	0·17	0·51
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal.		0·65	0·51	0·73
Jamnagar		0·40	0·06	0·61
Jodhpur-Bikaner		0·35	0·10	0·31
Junagad State		0·50	0·15	0·65
Madras and Southern Mahratta		0·23	0·16	0·22
Nilgiri		0·66	0·77	0·61
Rohilkund and Kumaon		0·21	0·21	0·44
Shoranur-Cochin		Included	with the	South Indian
South Indian		0·40	0·23	0·31
Udaipur-Chitorgarh		0·09	0·16	0·16
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur Chhindwara Extensions.		0·22	0·34	0·03
Jacobabad-Kashmor		Included	with the	North Western
Kalka-Simla		0·03	0·24	0·23
Kohat-Thal and Nowshera-Durgai		1·36	0·32	0·69
Morappur-Hosur		0·19	0·21	0·10
Purulia-Ranchi		0·23	0·30	0·04
Raipur-Dhamtari		0·22	0·19	0·03
Tirupattur-Krishnagiri		0·23	0·23	0·14
Trans-Indus (Kalabagh-Bannu)		1·31	0·33	0·76
2′ 0″ GAUGE.				
Piper Bilara Light		...	...	0·04

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

136*a*.	137*a*.	138*a*.	139*a*.	140*a*.	130*b*.	131*b*.

GENERAL CHARGES—*contd.*

TRAIN-MILE—*concld.*					PER CENT. ON TOTAL EARNINGS—*contd.*	
Police.	Advertising.	Electric telegraph.	Other charges (net).	Total General charges.	Home expenditure.	Agent's office—salaries and expenses.
Annas.	Annas.	Annas.	Annas.	Annas.	Per cent.	Per cent.
0·27	0·03	1·37	0·06	4·62	0·56	0·33
6·52	0·01	0·19	0·04	5·45	0·44	0·26
0·27	0·05	1·06	0·21	5·80	0·07	0·47
0·37	0·03	0·94	0·06	3·36	0·37	0·22
0·31	0·01	1·36	0·79	5·12	0·34	0·24
0·71	0·02	1·22	0·04	4·82	0·47	0·25
0·89	00·2	1·08	0·07	6·55	0·59	0·44
0·54	0·02	1·27	1·19	5·73	0·01	0·17
0·31	0·02	1·14	—0·05	4·54	0·04	0·37
0·52	0·01	0·83	0·08	4·24	0·68	0·31
0·55	...	0·96	0·84	7·02	1·23	1·28
—0·03	...	0·70	0·62	2·71	0·69	0·40
1·02	0·06	1·16	0·12	6·50	0·25	0·88
0·44	0·01	1·06	0·01	3·91	0·68	0·26
0·46	0·02	0·91	0·01	4·99	0·87	0·54
5′ 6″	gauge	...	...	Included	with the	Eastern
0·55	0·01	0·83	0·02	3·66	...	0·75
1·24	0·01	1·10	0·08	7·64	0·79	0·57
0·69	0·07	0·71	0·08	6·20	...	1·20
0·27	...	1·03	1·30	4·83	...	0·53
0·68	0·02	0·80	0·03	5·38	...	1·22
0·39	0·01	1·06	0·01	3·36	0·76	0·27
0·85	0·02	1·43	0·11	7·32	0·68	0·31
0·41	0·01	0·74	0·18	5·22	1·02	0·55
Railway	3′ 3⅜″	gauge.	...	...	...	...
0·44	0·01	0·81	0·09	4·03	0·68	0·31
...	...	0·67	0·09	3·36	...	1·25
0·14	...	1·15	...	4.34	3·08	0·32
Railway	5′ 6″	gauge.	...	...	...	...
0·67	...	0·88	0·22	4·04	0·01	0·81
0·62	0·03	0 52	2·50	8·74	0·09	1·12
0·23	...	0·70	0·05	2·18	0·68	0·31
0·13	...	0·97	...	4·30	3·14	0·32
0·12	...	0·53	...	4·96	5·53	0·32
0·31	0·01	1·71	0·06	2·58	0·68	0·31
1·82	...	1·01	2·39	10·20	0·05	0·63
...	...	...	...	0·25	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	132b.	133b.	134b.
				TABLE E.—
				Per cent. on
		Audit, accounts and pay office. Per cent.	Stores Department Per cent.	Medical Department. Per cent.
5′ 6″ Gauge.				
Bengal-Nagpur		0·09	0·41	0·38
Bombay, Baroda and Central India		0·22	0·57	0·26
Eastern Bengal		1·56	0·84	0·47
East Indian		0·70	0·26	0·29
Great Indian Peninsula		1·19	0·47	0·25
Madras and Southern Mahratta		0·99	0·34	0·23
Nizam's Guaranteed State		1·73	0·53	0·40
North Western		0·88	0·54	0·23
Oudh and Rohilkhand		1·46	0·58	0·21
South Indian		1·12	0·47	0·25
3′ 3¾″ Gauge.				
Assam-Bengal		1·75	0·59	0·96
Bengal and North-Western		1·25	0·14	0·20
Bhavnagar State		2·08	0·58	0·38
Bombay, Baroda and Central India		1·22	0·36	0·38
Burma		1·22	0·41	0·65
Eastern Bengal		Bengal	Railway	5′ 6″
Gondal		1·26	0·25	0·24
Hyderabad Godavari Valley, including Hingoli Branch and Secunderabad-Gadwal.		2·24	0·71	0·55
Jamnagar		2·70	0·43	0·07
Jodhpur-Bikaner		1·55	0·50	0·15
Junagad State		2·10	0·65	0·19
Madras and Southern Mahratta		0·99	0·37	0·26
Nilgiri		1·18	0·50	0·19
Rohilkund and Kumaon		2·13	0·25	0·26
Shoranur-Cochin		Included with the South Indian Railway		3′ 3¾″
South Indian		1·14	0·50	0·29
Udaipur-Chitorgarh		1·56	0·12	0·21
2′ 6″ Gauge.				
Gondia-Chanda, Jubbulpore-Goudia and Nagpur-Chhindwara Extensions		1·39	0·42	0·66
Jacobabad-Kashmor		Included with the North Western Railway		
Kalka-Simla		0·76	0·03	0·22
Kohat-Thal and Nowshera-Durgai		5·76	3·52	0·82
Morappur-Hosur		1·55	0·72	0·79
Purulia-Ranchi		1·40	0·42	0·56
Raipur-Dhamtari		1·77	0·42	0·38
Tirupattur-Krishnagiri		1·43	0·64	0·61
Trans-Indus (Kalabagh-Bannu)		3·23	1·98	0·59
2′ 0″ Gauge.				
Pipar-Bilara Light		0·81	...	...

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

135*b*.	136*b*.	137*b*.	138*b*.	139*b*.	140*b*.	142	143

GENERAL CHARGES—*concld.*

TOTAL EARNINGS—*contd.*

Rents and miscellaneous.	Police.	Advertising.	Electric telegraph.	Other charges (net).	Total General charges.	Law charges.	Compensation.
Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.
0·41	0·30	0·03	1·51	0·07	5·09	0·08	0·32
0·38	0·44	0·01	1·00	0·03	4·61	0·06	3·30
1·14	0·28	0·05	1·15	0·23	6·26	0·03	0·39
0·43	0·42	0·04	1·09	0·07	3·89	0·02	1·65
0·28	0·32	0·01	1·42	0·82	5·34	0·03	1·89
0·31	0·65	0 02	1·12	0·04	4·42	0·02	0·39
0·62	0·85	0 02	1·04	0·06	6·28	0·03	0·14
0·42	0·45	0 01	1·06	0·99	4 76	0·01	1·25
0 45	0·31	0·02	1·13	0·05	4·52	0·03	1·35
0 39	0·60	0·02	1·93	0·11	4·88	0·01	0·49
0·55	0·74	0·01	1·30	1·15	9·56	0·20	0·11
0·23	—0·05	...	1·01	0·02	3·89	0·03	0·34
0·76	1 21	0·07	1·38	0·14	7·73	0·11	0·46
0·33	0·60	0·01	1·44	0·03	5·31	0·01	3·30
0·74	0·57	0 02	1·13	0·02	6·17	0·02	0·13
gauge	...	...	Included	with the	Eastern	Bengal	Railway.
0·72	0·78	0·02	1·18	0·03	5·23	0·04	0·89
0·79	1 34	0·02	1·19	0·08	8·28	0·02	0·38
0·67	0·75	0·08	0·75	0·09	6·74	...	0·17
0·44	0·39	...	1·46	1·85	6·87	...	0·50
0·85	0·88	0·02	1·05	0·04	7·00	...	0·23
0·33	0·62	0 02	1·69	0·02	5·33	0·02	0·42
0·47	0 65	0·02	1·08	0·08	5·56	...	0·08
0·54	0·51	0·02	0·92	0·22	6·42	0·01	0·45
Gauge	...	...	...	...	...	...	...
0·39	0·54	0·02	1·00	0·11	4·98	0·01	0·11
0·20	...	...	0·87	0·12	4·33	...	0·03
0·05	0 27	...	2·23	...	8·42	...	0·43
5" 6"	gauge	...	...	...	...	...	...
0·25	0·61	...	0·81	0·20	3·70	...	1·37
1·78	1·62	0·08	1·34	6·47	22 60	0·03	8·15
0·37	0 83	0·02	2·56	0·20	8·03	0 01	0·01
0·07	0·24	...	1·80	...	7·95	...	0·32
0 06	0·24	...	1·03	...	9·75	...	0·46
0·37	1·85	0·01	1·91	0·17	6·98	...	0·01
1·14	2·76	...	1·53	3 63	15·45	0·02	0·22
0·14	...	...	...	...	0·95	...	...

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	144	145	146
		TABLE G.—SPECIAL AND MISCELLANEOUS		
		PER CENT. ON		
		Rates and taxes.	Payments to other lines.	Other charges (net).
		Per cent.	Per cent.	Per cent.
5′ 6″ GAUGE.				
Bengal-Nagpur		0·15	3·65	4·33
Bombay, Baroda and Central India		0·34	2·38	2·46
Eastern Bengal		0·50	0.01	2·47
East Indian		0·17	0·26	1·99
Great Indian Peninsula		0·23	1·53	2·83
Madras and Southern Mahratta		0·28	0·95	2·55
Nizam's Guaranteed State		0·01	0·46	—3·07
North Western		0·04	0·28	2·90
Oudh and Rohilkhand		0·06	0·42	0·14
South Indian		0·09	0·71	2·11
3′ 3⅜″ GAUGE.				
Assam-Bengal		0·11	1·89	4·08
Bengal and North-Western		0·04	0·39	1·26
Bhavnagar State		...	1·16	1·41
Bombay, Baroda and Central India		0·04	0·46	1·68
Burma		0·64	0·23	1·99
Eastern Bengal		5′6″	gauge	...
Gondal		...	1·01	0·75
Hyderabad-Godavari Valley, including Hingoli-Branch and Secunderabad-Gadwal.		0·01	0·46	—6·32
Jamnagar		...	3·31	1·12
Jodhpur-Bikaner		...	2·68	0·74
Junagad State		...	0.68	1·31
Madras and Southern Mahratta		0·10	—0·06	2·74
Nilgiri		0·59	...	1·97
Rohilkund and Kumaon		0·01	...	1·52
Shoranur-Cochin		Included with the South Indian Railway.	3′ 3⅜″	gauge
South Indian		0·29	0·19	2·37
Udaipur-Chitorgarh		...	0·85.	1·07
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia, and Nagpur-Chhindwara Extensions		0·01	0·12	1·26
Jacobabad-Kashmor		Included with the North Western Railway.	5′ 6″	gauge
Kalka-Simla		0·34	0·28	1 28
Kohat-Thal and Nowshera-Durgai		0·01	...	16·34
Morappur-Hosur		0·07	...	1·75
Purulia-Ranchi		...	...	1·03
Raipur-Dhamtari		...	...	1·17
Tiruputtur-Krishnagiri		0·09	...	1·66
Trans Indus (Kalabagh-Bannu)		...	...	9 87
2′0″ GAUGE.				
Pipar-Bilara Light		...	0·16	0·46

DIX 12—*contd.*

during the financial year 1920-21.

prepare these statistics.]

147	148	149	150	151	152	153	154
EXPENSES.	FROM APPENDIX I OF THE ANALYSIS OF WORKING OF EACH RAILWAY.						
TOTAL EARNINGS.			ACTUAL WEIGHT OF FUEL (IN TERMS OF COAL PER ENGINE MILE.			AVERAGE GROSS WEIGHT OF TRAINS.	
Total special and miscellaneous expenses.	Average number of locomotives on the line.	Average miles run per locomotive *per diem*,	Coaching.	Goods.	Mixed.	Coaching.	Goods.
Per cent.	No.	Miles.	lbs.	lbs.	lbs.	Tons.	Tons.
8·54	558	68·52	72·62	†79·33	...	273·51	566·40
8·54	382	71·24	76·52	92·10	77·73	240·32	661·07
3·40	281	65·03	71·12	88·11	76·83	228·17	717·53
4·09	1,295	80·98	...	*63·33	...	291·91	681·12
6·51	1,263	59·94	...	*96·15	...	252·74	469·47
4·14	292	61·24	...	*78·46	...	315·19	546·44
—2·43	84	56·00	62·81	84·02	73·97	191·85	450·39
4·48	1,527	45·66	...	*90·45	...	269·45	667·70
3·00	287	59·25	...	*74·34	...	390·14	402·46
3·41	137	53·17	47·52	77·97	68·26	136·78	404·94
6·39	144	62·58	...	*43·91	...	152·53	237·02
2·06	334	60·37	...	*43·00	...	200·99	362·58
3·14	20	78·89	...	*44·24	...	112·48	302·87
5·49	526	60·95	...	*50·77	...	149·78	266·33
3·01	317	69·49	54·88	67·63	52·65	196·04	269·82
...	244	57·17	46·78	66·78	49·55	157·86	447·28
2·69	22	78·77	...	*55·30	...	97·65	211·36
—5·45	78	56·48	55·87	78·64	51·28	128·11	326·49
5·10	5	54·58	...	*55·34	...	66·61	178·70
5·72	103	69·93	...	*51·51	...	210·65	144·75
2·23	13	56·97	...	*54·11	...	120·40	171·00
3·22	331	64·34	...	*57·61	...	179·76	220·82
2·64	17	21·00	106·01	149·30	136·41	56·29	49·17
1·99	71	54·37	...	*46·53	...	...	...
...	10	72·21	50·58	60·88	55·61	107·08	206·49
2·97	304	61·97	45·02	54·88	43·72	144·60	248·68
1·95	4	55·75	...	*37·90	...	...	...
1·82	75	52·68	...	*69·59	...	135·76	
...	4	...	...	...	...	...	180·01
							...
8 22	22	63·43	...	*47·08	...	79·88	41·99
24 53	23	38·61	...	*46·58	...	36 40	13·05
1·84	6	59·50	...	40·73	51·17	...	...
1 35	15	49·42	...	*55·85	...	143·65	1 22·61
1 63	5	43·68	...	*42·23	...	133·36	81·56
1·76	2	52·04	...	...	34·08	...	...
10·11	33	45·49	...	*91·67	...	258·22	149·52
0·42	2	31·20	...	*26·14	...	...	...

* These railways show totals only.
† Including mixed.

APPEN

Analysis of working of each railway system

[Note.—Railways not shown do not

Railway system.	Serial number.	155	156	157
		FROM APPENDIX I OF THE ANALYSIS OF EACH		
		AVERAGE GROSS WEIGHT OF TRAINS—	AVERAGE THROUGH SPEED	
		Mixed.	Coaching.	Goods.
		Tons.	Miles per hour.	Miles per hour.
5′ 6″ GAUGE.				
Bengal-Nagpur		295·88	26·00	10·00
Bombay, Baroda and Central India		268·30	20·69	8·77
Eastern Bengal		116·00	16·80	7·94
East Indian		244·99	23·10	13·50
Great Indian Peninsula		...	21·30	10·35
Madras and Southern Mahratta		253·65	19·12	9·46
Nizam's Guaranteed State		295·90	21·62	9·62
North Western		369·90	20·58	9·44
Oudh and Rohilkhand		357·02	30·87	9·80
South Indian		207·70	21·03	10·80
5′ 3¼″ GAUGE.				
Assam-Bengal		217·93	...	...
Bengal and North-Western		189·79	15·12	10·80
Bhavnagar State		146·32	18·13	10·68
Bombay, Baroda and Central India		183·36	18·51	11·05
Burma		244·31	17·16	10·29
Eastern Bengal		205·69	16·17	9·57
Gondal		141·88	14·72	10·18
Hyderabad-Godavari Valley including Hingoli Branch and Secunderabad-Gadwal		201·28	18·43	9·70
Jamnagar		172·68	19·69	16·51
Jodhpur-Bikaner		143·62	19·23	9·55
Junagad State		133·99	18·18	11·71
Madras and Southern Mahratta		215·13	16·00	8·90
Nilgiri		50·41	6·11	5·90
Rohilkund and Kumaon		...	...	8·29
Shoranur-Cochin		138·53	16·88	10·00
South Indian		136·95	18·00	9·50
Udaipur-Chitorgarh		152·60	...	...
2′ 6″ GAUGE.				
Gondia-Chanda, Jubbulpore-Gondia and Nagpur-Chhindwara Extensions.		160·93	15·00	12·00
Jacobabad Kashmor		...	...	...
Kalka-Simla		...	9·48	7·14
Kohat-Thal and Nowshera-Durgai		34·95	12·41	9·51
Morappur-Hosur		67·68	...	...
Purulia-Ranchi		171·42	18·00	10·00
Raipur-Dhamtari		97·76	...	...
Tirupattur-Krishnagiri		77·03	...	...
Trans-Indus (Kalabagh-Bannu)		83·48	...	...
2′ 0″ GAUGE.				
Pipar-Bilara Light		5·51	...	...

DIX 12—*concld.*

during the financial year 1920-21.

prepare these statistics.]

158	159	160	161	162	163	164
WORKING OF RAILWAY—*concld*	FROM APPENDIX H OF THE ANALYSIS OF WORKING OF EACH RAILWAY.		FROM APPENDIX V OF THE ANALYSIS OF WORKING OF EACH RAILWAY.			
OF TRAINS—	AVERAGE MILEAGE *per diem* OF—		AVERAGE AGE OF SLEEPERS—		PERCENTAGE OF REMOVALS.	
Mixed.	Coaching vehicles, including brakes.	Goods vehicles, including brakes.	Wood.	Iron.	Wood.	Iron.
Miles per hour.	Miles.	Miles.	Years.	Years.	Per cent.	Per cent.
17·00						
14·63	159,657	554,996	11·81	18·72	5·78	2·63
11·86	213,806	349,386	11·30	13·60	10·70	1·09
	129,839	185,436	9·50	17·00	5·49	1·93
16·20	454,243	1,906,667	9·15	...	9·17	3·12
14·11	469,213	865,344	...	...	8·68	1·38
13·56	125,934	228,260	10·16	...	10·43	...
11·66	21,112	57,092	...	...	...	...
15·27	519,584	799,639	7·78	14·52	4·14	2·60
16·71	123,577	162,750	7·35	16·56	8·04	2·47
11·50	44,965	45,656	10·12	33·07	6·88	0·92
13·25	74,573	90,498	...	5·25	3·69	...
12·50	227,227	284,729	13·87	1·00	4·30	...
13·74	15,981	13,991	13·11	...	3·54	...
13·78	284,139	409,665	13·00	25·00	7·63	1·96
13·09	170,071	301,249	11·11	...	5·62	5·66
12·41	116,161	140,575	12·50	15·00	7·84	5·66
12·49	15,899	13,349	8·03	22·35	4·52	0·45
12·32	32,900	40,247	...	...	...	...
11·81	3,155	1,615	10·81	...	1·55	...
12·94	62,097	103,526	...	29·00	...	1·91
10·97	6,394	4,926	13·22	...	1·33	...
11·64	148,347	252,858	12·13	...	8·45	...
6·11	1,316	711	10·28	...	6·49	...
12·02	32,470	44,067	16·94	...	5·27	...
16·98	5,716	6,171	9·94	...	13·74	...
12·00	178,375	177,392	10.24	24·20	5·27	1·63
16·00	3,340	1,056	...	...	...	...
11·00	38,356	32,847	10·26	5·55	5·37	0·52
10·45	...	...	5·99	...	0·02	...
...	4,883	3,252	6·55	...	9·24	...
12·13	3,638	6,838	9·23	14·80	0·13	25·01
12·38	3,866	1,926	7·69	...	3·55	...
11·00	8,652	4,206	8·22	...	3·84	...
11·00	1,239	1,739	14·35	...	5·32	...
11·36	1,352	418	14·01	...	1·95	...
...	6,051	9,732	7·80	...	7·56	...
10·34	439	133	9·25	...	1·89	...

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in case

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by — Foreign coal. Actual quantity in tons.	Foreign coal. Average cost per ton. Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	Foreign coal. Average cost per ton. At pit's mouth.	Indian coal. Actual quantity in tons.	Indian coal. Average cost per ton. Including all freight both rail, and sea, from the pit's mouth to the engine-shed where issued to locomotives.	Indian coal. Average cost per ton. At pit's mouth.	Wo. Actual quantity in tons.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.				Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur ...	Bihar and Orissa and the Central Provinces.	1916-17	...	...	...	408,553	6·18	3·26	...
		1917-18	...	...	...	439,582	6·33	3·30	...
		1918-19	...	...	...	461,363	6·50	3·30	...
		1919-20	...	...	...	490,686	6·45	3·36	...
		1920-21	...	...	...	486,903	6·42	3·47	...
Bombay, Baroda and Central India	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	271,762	14·28	3·77	4,879
		1917-18	...	...	...	304,531	14·00	3·78	3,806
		1918-19	...	...	...	328,997	15·22	5·26	3,999
		1919-20	...	...	...	348,628	16·41	5·79	3,487
		1920-21	...	...	...	373,469	16·66	4·58	2,497
Eastern Bengal ...	Bengal and Bihar and Orissa.	1916-17	...	...	...	192,408	6·19	3·18	...
		1917-18	...	...	...	170,578	5·99	2·92	...
		1918-19	...	...	...	177,252	6·78	4·03	...
		1919-20	...	...	...	194,467	7·61	4·31	...
		1920-21	...	...	...	210,950	7·29	4·21	...
East Indian ...	Bihar and Orissa ...	1916-17	...	...	...	955,719	4·21	2·07	...
		1917-18	...	...	...	980,326	4·74	2·38	...
		1918-19	...	...	...	1,077,264	4·75	2·47	...
		1919-20	...	...	...	1,074,920	5·15	2·71	...
		1920-21	...	...	...	1,083,699	5·29	3·18	...
Great Indian Peninsula	Bihar and Orissa, Central India, and Central Provinces.	1916-17	4,952	22·19	*a*	1,092,041	12·17	4·71	1,456
		1917-18	...	...	...	1,140,720	12·44	4·21	664
		1918-19	...	...	...	1,159,930	13·02	4·71	710
		1919-20	...	...	...	1,188,657	13·69	5·09	557
		1920-21	...	...	...	1,156,731	9·41	5·78	406
Madras and Southern Mahratta	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	240,468	13·53	4·08	2,632
		1917-18	...	...	...	238,443	13·41	4·28	2,427
		1918-19	...	...	...	239,765	14·61	4·85	2,034
		1919-20	...	...	...	228,705	17·81	5·55	2,376
		1920-21	...	...	...	232,476	17·78	5·35	1,865
Nizam's Guaranteed State	Hyderabad ...	1916-17	...	...	...	49,469	6·85	5·75	...
		1917-18	...	...	...	48,401	6·85	5·75	...
		1918-19	...	...	...	52,335	6·89	5·75	...
		1919-20	...	...	...	56,358	6·93	5·75	...
		1920-21	...	...	...	53,674	7·88	6·75	...
North Western ...	England, Baluchistan, Bihar and Orissa and the Punjab.	1916-17	7,795	28·29	*b* 13·88	771,249	14·01	3·88	7,632
		1917-18	3,595	28·31	*b* 13·88	851,857	14·33	3·67	8,806
		1918-19	964	28·02	*b* 13·88	875,566	14·61	4·32	7,965
		1919-20	346	27·68	*b* 13·88	890,146	15 91	5·25	5,762
		1920-21	107	27·41	*b* 13·88	978,803	14·54	5·29	4,539
Oudh and Rohilkhand	Bihar and Orissa ...	1916-17	...	...	...	199,997	9·13	3·09	...
		1917-18	...	...	...	207,501	9·23	2·97	...
		1918-19	...	...	...	203,874	9·97	3·83	...
		1919-20	...	...	...	212,404	10·67	4·72	...
		1920-21	...	...	...	205,983	10·81	4·80	...
South Indian ...	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	69,327	18·99	3·63	2,122
		1917-18	...	...	...	57,460	19·16	3·36	30,037
		1918-19	...	...	...	56,103	19·42	3·99	37,939
		1919-20	27	47·52	13·58	56,327	20·89	5·10	40,388
		1920-21	9	47·54	13·58	77,852	23·21	4·66	8,417
3′ 3⅜″ GAUGE.									
Aden	*a*					*a*	*a*	*a*	*a*
Assam-Bengal ...	Assam and Bengal	1916-17	...	...	...	48,173	11·18	*a*	31
		1917-18	...	...	...	47,460	11·55	*a*	1,107
		1918-19	...	...	...	49,749	11·63	*a*	801
		1919-20	...	...	...	52,406	12·53	*a*	2,170
		1920-21	...	...	...	61,616	13·27	*a*	863

DIX 13.

per ton during the financial years 1916-17 to 1920-21.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.									
od.		Oil Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0·55 ton equals 1 ton of coal).	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal, at the rate of 0·55 ton of oil fuel equals 1 ton of coal.)				REMARKS.
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	3·26	91·20	72·46	424·39	164·88	
...	...	...	...	...	3·30	97·75	76·59	437·68	176·94	
...	...	...	...	...	3·30	102·67	79·97	454·98	186·56	
...	...	...	...	...	3·36	102·80	79·10	494·63	193·22	
...	...	...	...	...	3·47	103·37	78·29	510·10	188·23	
5·13	3·33	...		...	3·80	84·18	70·23	584·26	169·04	(a) Information available.
6·54	4·53	...	...	...	3·82	93·33	76·63	521·81	169·63	
7·45	5·65	...	...	...	5·30	99·36	80·47	596·88	184·59	
6·58	4·83	...	...	...	5·82	100·81	81·54	679·35	202·45	
6·66	4·50	...	...	...	4·60	103·97	84·41	730·60	211·39	
...	...	...	...	...	3·18	99·81	66·57	1,075·31	209·98	
...	...	...	...	...	2·92	100·37	64·92	1,146·08	222·42	
...	...	...	...	...	4·03	100·38	67·00	1,109·01	221·87	
...	...	...	...	...	4·31	99·96	67·74	1,056·54	222·73	
...	...	...	...	...	4·21	104·66	70·93	1,226·09	231·46	
...	...	...	...	...	2·07	78·84	58·01	358·09	127·59	
...	...	...	...	...	2·33	85·45	62·29	384·54	136·96	
...	...	...	...	...	2·47	92·80	66·48	396 94	144·47	
...	...	...	...	...	2·71	92·04	65·32	413·79	148·63	
...	...	...	...	...	3·13	90·29	63·32	416·37	147·22	
7·92	4·73	1,239	*a*	*a*	*a*	102·00	87·18	722·95	212·82	
8·11	4·31	4,779	*a*	*a*	*a*	112·10	94·96	774·80	230·41	
8·25	4·34	6,199	57·54	56·71	4·92	116·03	96·62	734·47	236·03	
8·95	5·22	9,246	27·14	26·39	5·41	118·03	97·78	828·45	252·24	
8·76	5·13	14,658	35·15	34·31	6·08	115·07	95·27	831·26	248·52	
7·39	5·38	...	...	...	4·12	93·19	77·41	663·83	192·23	
7·70	5·90	...	...	...	4·32	99·78	81·91	604·95	189·04	
8·13	6·39	...	...	...	4·89	100·65	82·47	649·22	197·76	
8·37	6·46	...	...	...	5·59	93·57	77·77	642·68	186·27	
8·68	6·30	...	...	...	5·38	95·61	78·46	757·60	201·12	
...	...	...	...	...	5·75	76·89	65·74	661·06	195·15	
...	...	...	...	...	5·75	83·36	70·32	639·37	200·28	
...	...	...	...	...	5·75	86·31	72·50	671·94	208·55	
...	...	...	...	...	5·75	91·89	77·26	711·00	220·27	
...	...	...	...	...	6·75	86·02	71·69	723·92	204·72	
5·47	3·28	5,295	*a*	*a*	*a*	82·17	67·82	591·96	168·73	
5·14	3·31	23,759	32·69	22·75	4·15	91·83	73·15	509·55	168·31	
5·86	3·96	38,739	31·69	22·75	4·96	97·56	76·95	545·77	186·88	
5·82	3·93	38,976	36·44	22·75	5·77	102·47	81·60	609·49	213 56	
7·43	5·67	49,113	*a*	*a*	*a*	12734	94·18	689·37	232·26	(b) This is the rate for English Patent Fuel.
...	...	...	...	...	3·09	80·74	67·38	654·32	179·27	
...	...	...	...	...	2·97	90·40	75·36	635·94	1 8·16	
...	...	...	...	...	3·83	91·86	76·30	482·95	170·41	
...	...	...	...	...	4·72	91·98	76·82	667·56	197·70	
...	...	...	...	...	4·80	83·25	73·80	611·88	198·69	
8·19	8·18	...	...	...	3·83	73 30	64·87	826·36	205·12	
7·15	7·14	...	...	...	5·86	80·51	70·20	774·10	213·32	
7·58	7·58	...	...	...	7·17	88·84	73·38	893·48	232·43	
7·56	7·55	...	...	...	8·17	80 67	69·52	874·98	224·18	
7·79	7·79	...	...	...	5·28	78 45	68·44	1,062·48	239·11	
a	*a*	*a*	*a*	*a*	*a*	*a*	*a*	*a*		
3·64	3·07	262	33·80	29·94	*a*	56·81	45·49	930·37	217·95	
2·88	2·88	762	27·37	25·00	*a*	57·13	45·37	881·05	230·45	
2·46	2·46	3,060	24·18	23·70	*a*	56·40	45·46	922·41	232·65	
2·70	2·70	4,791	23·00	22·76	*a*	55·67	44·37	823·99	212·45	
3·16	3·16	...	...	...	*a*	55·79	44·13	879·67	211·59	

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Source of supply.	Year.	Description of fuel, with the actual quantity consumed by locomotives						Wo
			Foreign coal.			Indian coal.			
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
				Rs.	Rs.		Rs.	Rs.	
3' 3½" GAUGE—*contd.*									
Bengal and North-Western	Bihar and Orissa ...	1916-17	...	...	...	151,679	8·83	3·62	...
		1917-18	...	...	...	138,186	8·79	3·61	...
		1918-19	...	...	...	150,317	9·55	4·34	...
		1919-20	...	...	...	145,380	9·49	4·88	...
		1920-21	...	...	...	141,276	9·74	4·74	...
Bengal Dooars ...	Assam, Bengal and Bihar and Orissa.	1916-17	...	...	...	6,397	10·90	4·00	...
		1917-18	...	...	...	5,702	10·96	4·00	...
		1918-19	...	...	...	6,548	11·29	4·50	...
		1919-20	...	...	...	6,892	12·21	5·35	...
		1920-21	...	...	...	6,975	11·18	4·25	...
Bhavnagar State *c* ...	Bihar and Orissa.	1916-17	...	...	...	7,994	*b* 16·26	*a*	*d* 73
		1917-18	...	...	...	8,275	*b* 16·03	*a*	*d* 72
		1918-19	...	...	...	11,153	*b* 17·57	4·62	8,043
		1919-20	...	...	...	11,670	*b* 16·97	5·00	79
		1920-21	...	...	...	11,395	*b* 17·76	4·94	80
Bombay, Baroda and Central India *e*	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	211,871	13·32	4·17	*d* 1,220
		1917-18	...	...	...	209,880	13·87	4·22	*d* 1,186
		1918-19	...	...	...	229,462	16·00	4·97	*d* 572
		1919-20	...	...	...	246,220	15·39	5·10	*d* 785
		1920-21	...	...	...	262,803	14·03	5·19	*d* 1,053
Burma	Bihar and Orissa.	1916-17	...	...	...	103,849	16·36	*a*	47,077
		1917-18	...	...	...	93,945	19·24	*a*	73,125
		1918-19	...	...	...	90,585	28·87	*a*	181,708
		1919-20	...	...	...	95,402	29·63	*a*	164,092
		1920-21	...	...	...	146,035	28·33	*a*	92,178
Dibru-Sadiya ...	Assam	1916-17	...	...	...	11,539	8·50	*a*	...
		1917-18	...	...	...	11,515	8·50	*a*	...
		1918-19	...	...	...	10,026	8·50	*a*	...
		1919-20	...	...	...	10,482	8·50	*a*	...
		1920-21	...	...	...	10,500	8·50	*a*	...
Eastern Bengal ...	Bengal and Bihar and Orissa.	1916-17	...	...	...	126,948	8·68	2·84	...
		1917-18	...	...	...	104,382	8·16	2·73	...
		1918-19	...	...	...	111,050	8·79	3·86	...
		1919-20	...	...	...	114,582	9·77	4·00	...
		1920-21	...	...	...	119,292	10·37	4·21	...
Gondal	Bengal and Bihar and Orissa.	1916-17	...	...	...	9,888	17·94	3·67	85
		1917-18	...	...	...	12,557	17·38	3·52	81
		1918-19	...	...	...	14,279	24·83	*a*	87
		1919-20	...	...	...	15,221	17·26	5·22	93
		1920-21	...	...	...	15,545	21·11	5·94	175
Hyderabad-Godavari Valley, Hingoli Branch, and Secunderabad-Gadwal	Hyderabad ...	1916-17	...	...	...	29,315	8·89	5·75	...
		1917-18	...	...	...	32,198	9·04	5·75	...
		1918-19	...	...	...	41,150	9·84	5·75	...
		1919-20	...	...	...	45,413	9·43	5·75	...
		1920-21	...	...	...	41,809	10·31	6·75	...
Jamnagar ...	Bihar and Orissa	1916-17	...	...	...	1,995	16·18	2·46	16
		1917-18	...	...	...	1,842	18·11	4·16	16
		1918-19	...	...	...	2,405	18·94	5·00	16
		1919-20	...	...	...	2,264	19·43	5·39	12
		1920-21	...	...	...	2,455	18·88	4·81	14

DIX 13—*contd.*

per ton during the financial years 1916-17 to 1920-21.

where they differ from the corresponding figures in the earlier Reports.

and cost per ton.						Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel being converted in terms of coal, at the rate of 0·55 ton of oil fuel equals 1 ton of coal.)				
od.		Oil Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0·55 ton equals 1 ton of coal.)					Remarks.
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	3·62	54·77	44·43	815·27	215·74	
...	...	...	...	...	3·61	53·95	43·52	725·66	203·57	
...	...	...	...	...	4·34	55·71	45·27	611·41	193·44	
...	...	...	...	...	4·88	54·53	44·41	696·96	202·21	
...	...	...	...	...	4·74	53·49	43·00	684·45	194·93	
...	...	...	...	...	4·00	40·78	36·71	794·00	*a*	(*a*) Information not available.
...	...	...	...	...	4·00	36·00	32·75	742·00	*a*	
...	...	...	...	...	4·50	41·09	37·38	757·00	*a*	
...	...	...	...	...	5·35	47·58	42·97	961·00	*a*	
...	...	...	...	...	4·25	49·97	45·32	1,168·00	*a*	
12·45	12·45	...	...	...	*a*	37·49	32·82	963·32	204·31	(*b*) Excludes freight over home line.
12·15	12·45	...	...	...	*a*	40·81	38·79	936·41	211·37	
*d*12·00	*a*	...	...	...	*a*	50·85	40·06	803·90	226·13	(*c*) Includes the Dhrangadra Railway up to the 30th September 1919.
*d*12·00	*a*	...	...	...	*a*	54·13	42·82	1,035·37	256·22	
*d*14·03	*a*	...	...	...	*a*	56·29	44·24	1,025·84	251·82	
5·00	5·00	...	...	...	4·18	52·43	45·46	608·74	191·87	
5·00	5·00	...	...	...	4·24	56·25	48·08	608·09	196·67	
5·41	5·00	...	...	...	4·98	57·79	49·24	499·47	186·30	
5·43	5·00	...	...	...	5·11	59·61	50·70	657·54	211·66	
5·46	5·00	...	...	...	5·20	59·12	50·77	726·74	222·31	(*d*) Old sleepers used for lighting purposes.
6·04	5·04	...	...	...	*a*	51·71	41·36	608·21	173·14	
6·21	5·21	...	...	...	*a*	52·66	42·09	577·67	176·03	
5·72	4·72	16	47·82	*a*	*a*	56·06	44·39	568 83	177·71	
6·38	5·38	...	...	...	*a*	57·16	45·80	605·40	186·78	(*e*) Includes the Dhrangadra Railway from the 1st October 1919.
6·78	5·73	...	...	...	*a*	64·05	50·96	726·05	215·56	
...	...	...	...	...	*a*	82·34	55·61	*a*	*a*	
...	...	...	...	...	*a*	81·13	57·02	*a*	*a*	
...	...	...	...	...	*a*	86·41	59·22	*a*	*a*	
...	...	...	...	...	*a*	91·02	60·83	*a*	*a*	
...	...	...	...	...	*a*	93·76	62·50	*a*	*a*	
...	...	...	...	...	2·84	68·95	52·32	1,212·58	252·51	
...	...	...	...	...	2·73	67·33	49·99	1,212·99	231·85	
...	...	...	...	...	3·86	71·91	53·27	1,104·52	244·29	
...	...	...	...	...	4·00	71·83	53·00	*a*	*a*	
...	...	...	...	...	4·21	71·37	52·80	1,090·66	237·14	
12·08	12·08	...	...	...	3·76	47·86	41·50	1,187·04	265·86	
12·00	12·00	...	...	...	3·54	58·69	50·69	1,347·65	321·06	
12·00	*a*	...	...	...	*a*	61·79	52·77	1,174·27	318·56	
12·00	12·00	...	...	...	4·29	65·12	54·60	1,336·96	345·74	
12·00	12·00	...	...	...	7·34	64·54	55·30	1,360·97	346·57	
...	...	...	...	...	5·75	58·64	51·27	1,171·12	255·89	
...	...	...	...	...	5·75	64·42	56·05	1,313·67	280·37	
...	...	...	...	...	5·75	73·20	63·47	1,245·82	309·73	
...	...	...	...	...	5·75	72·64	62·37	1,062·83	300·06	
...	...	...	...	...	6·75	70·48	59·90	1,049·41	275·12	
10·99	10·99	...	...	...	2·50	56·43	47·28	2,046·09	315·52	
11·04	11·04	...	...	...	4·24	53·41	43·15	1,900·13	324·75	
11·24	11·24	...	...	...	5·04	63·65	53·13	1,523·50	352·52	
11·05	11·05	...	...	...	5·41	59·43	50·14	1,464·31	324·41	
11·06	11·06	...	...	...	4·83	69·41	55·34	1,845·96	364·57	

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by — Foreign coal: Actual quantity in tons.	Foreign coal: Average cost per ton. Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	Foreign coal: Average cost per ton. At pit's mouth.	Indian coal: Actual quantity in tons.	Indian coal: Average cost per ton. Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	Indian coal: Average cost per ton. At pit's mouth.	Wo: Actual quantity in tons.
1	2	3	4	5	6	7	8	9	10
				Rs.	Rs.		Rs.	Rs.	
3′ 3⅜″ GAUGE—*concld.*									
Jodhpur-Bikaner ...	Bihar and Orissa and Rajputana.	1916-17	...	...	...	63,747	10·33	3·29	290
		1917-18	...	...	...	65,091	12·07	3·52	337
		1918-19	...	...	...	61,654	12·92	4·40	511
		1919-20	...	...	...	54,454	15·27	5·00	287
		1920-21	...	...	...	60,140	15·89	6·52	781
Junagad State ...	Bihar and Orissa ...	1916-17	...	...	...	4,066	17·97	4·00	43
		1917-18	...	...	...	4,268	18·03	4·00	47
		1918-19	...	...	...	4,563	19·18	4·15	46
		1919-20	...	...	...	5,158	19·67	4·14	44
		1920-21	...	...	...	6,510	18·98	4·48	51
Madras and Southern Mahratta *b*	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	178,263	13·06	5·70	40,703
		1917-18	...	...	...	175,415	13·34	5·81	41,385
		1918-19	...	...	...	180,233	13·29	5·87	42,220
		1919-20	...	...	...	178,195	13·42	5·84	40,394
		1920-21	...	...	...	184,599	13·28	5·79	39,207
Morvi	Bengal	1916-17	...	...	...	2,731	16·00	3·50	31
		1917-18	...	...	...	3,198	15·41	3·70	45
		1918-19	...	...	...	5,246	17·70	3·69	50
		1919-20	...	...	...	5,858	18·00	5·25	85
		1920-21	...	...	...	5,471	18·70	6·00	51
Mysore *c* ...	Bengal ...	1917-18	...	...	...	516	22·00	4·50	19
		1918-19	...	...	...	2,186	21·49	4·09	83
		1919-20	...	...	...	7,994	*a*	*a*	180
		1920-21	...	...	...	13,436	*a*	*a*	249
Rohilkund and Kumaon	Bihar and Orissa ...	1916-17	...	...	...	26,605	9·96	2·60	...
		1917-18	...	...	...	26,230	10·33	2·42	...
		1918-19	...	...	...	30,464	11·26	3·92	...
		1919-20	...	...	...	29,814	12·28	5·00	...
		1920-21	...	...	...	29,113	11·15	3·82	...
South Indian ...	Africa, Australia, and Bihar and Orissa.	1916-17	394	49·33	*a*	141,709	17·15	3·73	9,809
		1917-18	19	47·49	*a*	108,688	18·41	3·50	75,884
		1918-19	...	...	...	102,758	19·37	4·36	92,805
		1919-20	464	47·54	18·58	122,832	21·50	5·14	59,773
		1920-21	470	47·54	18·58	143,284	23·02	4·70	55,742
Udaipur-Chitorgarh...	Bihar and Orissa ...	1916-17	...	...	...	2,194	14·03	5·00	21
		1917-18	...	...	...	1,738	14·52	6·50	15
		1918-19	...	...	...	1,785	16·22	6·50	25
		1919-20	...	...	...	1,887	16·74	6·50	23
		1920-21	...	...	...	1,368	16·96	6·75	23
2′ 6″ GAUGE.									
Ahmadpur-Katwa ...	Bihar and Orissa ...	1917-18	...	...	...	750	8·31	4·25	...
		1918-19	...	...	...	1,219	6·75	4·25	...
		1919-20	...	...	...	1,124	6·50	4·09	...
		1920-21	...	...	...	1,227	5·54	*a*	...
Ambaji-Taranga Light	...	1919-20	...	...	...	107	24·90	*a*	9
		1920-21	...	...	...	*a*	*a*	*a*	*a*
Arakan Light ...	*a*	...	...	...	...	*a*	*a*	*a*	...
Arrah-Sasaram Light	*a*	...	...	...	...	*a*	*a*	*a*	...
Bankura-Damoodar River.	Bihar and Orissa ...	1916-17	...	...	...	356	4·50	2·50	...
		1917-18	...	...	...	2,071	6·00	4·25	...
		1918-19	...	...	...	2,724	5·75	4·25	...
		1919-20	...	...	...	3,162	5·85	4·26	...
		1920-21	...	...	...	2,458	4·70	*a*	...
Baraset-Basirhat Light.	*a*	...	...	...	...	*a*	*a*	*a*	...

DIX 13—*contd.*

per ton during the financial years 1916-17 to 1920-21.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.									
od.		Oil Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal, and oil fuel being converted in terms of coal, at the rate of 0·55 ton of oil fuel equals 1 ton of coal.)				Remarks.
Average cost per ton.		Actual quantity in tons.	Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.		Including all freight, both rail and sea, from the source of production to the engine shed where issued to locomotives.	At source of production.						
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
10·05	10·05	...	...	...	3·49	54·89	40·24	799·38	220·10	*a* Information not available.
10·72	10·72	...	...	...	3·53	58·01	52·36	608·89	202·75	
11·92	11·92	...	...	...	4·42	56·36	49·60	545·58	191·51	
10·12	10·12	...	...	...	5·04	58·66	47·37	756·38	210·39	
12·08	12·08	...	...	...	6·55	57·52	51·51	837·78	222·58	
10·30	10·30	...	...	...	4·09	44·95	36·66	1,229·75	254·47	
9·07	9·07	...	...	...	4·11	46·67	37·88	1,100·16	259·69	
11·56	11·56	...	...	...	4·25	47·46	38·48	1,083·76	257·88	
9·93	9·93	...	...	...	4·21	54·58	44·95	1,273·02	294·14	
9·48	9·48	...	...	...	4·54	62·45	54·11	1,499·22	367·42	
5·57	4·79	...	...	...	6·22	61·64	54·81	1,022·62	278·15	
5·86	4·96	...	...	...	6·37	62·74	55·31	1,015·62	278·37	
6·90	6·15	...	...	...	6·69	64·92	56·81	1,014·61	288·10	*b* Includes the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways up to the 30th September, 1919.
7·58	6·68	...	...	...	6·75	66·05	57·47	1,048·88	289·05	
7·76	6·78	...	...	...	6·67	66·50	57·61	1,072·68	294·21	
9·00	*a*	...	...	...	*a*	34·67	33·43	*a*	*a*	
8·50	*a*	...	...	...	*a*	40·26	38·67	*a*	*a*	
7·00	7·00	...	...	...	3·70	55·00	53·40	*a*	*a*	
11·20	11·20	...	...	...	5·30	61·80	60·40	*a*	*a*	
13·50	13·50	...	...	...	6·10	57·17	55·93	*a*	*a*	
12·50	12·50	...	...	...	4·88	61·68	48·14	1,914·28	317·32	
12·50	12·50	...	...	...	4·50	47·86	47·27	1,053·83	215·06	*c* Includes the Birur-Shimoga, Mysore-Bangalore and Mysore-Nanjangud railways from the 1st October, 1919.
a	*a*	...	...	...	*a*	55·42	55·21	*a*	*a*	
a	*a*	*a*	*a*	*a*	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	2·60	54·07	43·57	860·32	223·51	
...	...	...	...	...	2·42	56·54	44·42	760·53	218·08	
...	...	...	...	...	3·92	59·91	46·06	626·16	213·65	
...	...	...	...	...	5·00	61·05	47·39	900·29	235·96	
...	...	...	...	...	3·82	61·23	46·58	764·08	230·84	
6·54	6·46	...	...	...	*a*	47·55	41·78	882·42	203·07	
7·13	7·11	...	...	...	*a*	52·88	45·62	732·35	203·97	
7·08	7·06	...	...	...	7·88	57·92	49·88	820·43	223·87	
7·22	7·19	5	62·82	60·00	7·48	55·38	48·23	856·69	222·01	
8·30	8·28	57	61·30	60·00	6·89	58·81	51·18	1,029·79	250·46	
7·58	7·58	...	...	...	5·05	45·54	42·60	1,606·15	261·10	
7·20	7·20	...	...	...	6·54	42·59	39·51	1,977·77	259·59	
7·10	7·10	...	...	...	6·80	55·99	51·80	1,845·32	294·80	
7·62	7·62	...	...	...	6·80	55·43	51·11	1,543·37	262·20	
7·10	7·10	...	...	...	6·83	41·00	37·90	1,459·27	213·35	
...	...	...	...	...	4·25	38·74	31·46	*a*	*a*	
...	...	...	...	...	4·25	38·46	28·24	*a*	*a*	
...	...	...	...	...	4·69	35·96	27·65	*a*	*a*	
...	...	...	...	...	*a*	36·92	29·62	*a*	*a*	
16·06	16·06	...	...	...	*a*	21·40	*a*	*a*	*a*	
a	*a*		*a*	*a*	*a*	*a*	...	...	...	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	2·50	43·36	27·73	*a*	*a*	
...	...	...	...	...	4·25	44·60	35·85	*a*	*a*	
...	...	...	...	...	4·25	49·17	41·69	*a*	*a*	
...	...	...	...	...	4·26	52·75	42·42	*a*	*a*	
...	...	...	...	...	*a*	47·47	37·99	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	

APPEN

Coal, wood and oil fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel, with the actual quantity consumed by						Wo
			Foreign coal.			Indian coal.			Wo
			Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—*contd.*				Rs.	Rs.		Rs.	Rs.	
Barsi Light ...	Bengal ...	1916-17	...	...	...	3,957	14·62	3·19	17
		1917-18	...	...	...	3,226	15·21	3·83	16
		1918-19	...	...	...	3,729	15·75	3·78	12
		1919-20	...	...	...	5,885	16·52	5·00	9
		1920-21	...	...	...	4,781	14·75	3·25	13
Bengal Provincial ...	Bihar and Orissa ...	1916-17	...	...	...	1,894	5·93	3·28	...
		1917-18	...	...	...	1,890	7·63	3·50	...
		1918-19	...	...	...	1,895	6·77	3·60	...
		1919-20	...	...	...	2,130	7·60	3·69	...
		1920-21	...	...	...	1,624	7·29	4·41	...
Bilimora-Kalamba, Bodeli-Chota Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	5,785	14·45	3·77	215
		1917-18	...	...	...	5,425	15·53	3·78	208
		1918-19	...	...	...	6,883	18·78	5·26	202
		1919-20	...	...	...	7,913	15·48	5·79	222
		1920-21	...	...	...	8,110	15·57	4·58	216
Bukhtiarpur-Bihar Light	*a*	...	*a*	...	*a*	*a*	*a*	*a*	*a*
Burdwan-Katwa ...	Bihar and Orissa ...	1916-17	...	...	...	1,284	5·44	2·75	...
		1917-18	...	...	...	1,360	8·31	4·25	...
		1918-19	...	...	...	1,423	6·75	4·25	...
		1919-20	...	...	...	1,191	6·62	4·21	...
		1920-21	...	...	...	1,277	5·54	*a*	...
Champaner-Shivrajpur-Pani Light	Bihar and Orissa, Central India and Central Provinces and Bengal.	1916-17	...	...	...	638	15·15	3·84	6
		1917-18	...	...	...	844	17·56	4·00	14
		1918-19	...	...	...	847	18·58	4·87	15
		1919-20	...	...	...	1,169	17·43	5·25	16
		1920-21	...	...	...	1,433	17·56	5·25	12
Cutch State ...	Bihar and Orissa ...	1916-17	...	...	...	245	21·12	*a*	...
		1917-18	...	...	...	398	27·00	*a*	...
		1918-19	...	...	...	*a*	*a*	*a*	...
		1919-20	...	...	...	*a*	*a*	*a*	...
		1920-21	...	...	...	451	27·75	*a*	5
Dehri-Rohtas Light	Bihar and Orissa ...	1916-17	...	...	...	1,133	7·08	3·75	...
		1917-18	...	...	...	1,309	7·62	4·25	...
		1918-19	...	...	...	2,099	11·00	7·00	...
		1919-20	...	...	...	2,439	9·31	5·75	...
		1920-21	...	...	...	2,293	12·34	5·75	...
Dholpur-Bari ...	Bihar and Orissa ...	1916-17	...	...	...	699	10·42	4·37	2
		1917-18	...	...	...	939	12·15	5·66	3
		1918-19	...	...	...	916	13·76	6·60	3
		1919-20	...	...	...	1,207	13·44	6·39	2
		1920-21	...	...	...	1,241	13·49	6·60	3
Dhond-Baramati, Ellichpur-Yeotmal, Pachora-Jamner and Pulgaon-Arvi	Bengal, Bihar and Orissa and Central Provinces.	1916-17	...	...	...	5,869	12·64	4·68	7
		1917-18	...	...	...	8,705	11·29	4·04	...
		1918-19	...	...	...	12,416	8·59	4·66	...
		1919-20	...	...	...	13,634	9·48	4·96	...
		1920-21	...	...	...	12,825	8·16	4·54	...
Godhra-Lunavada ...	Bihar and Orissa, Central India and Central Provinces and Bengal.	1916-17	...	...	...	337	15·00	4·04	12
		1917-18	...	...	...	332	16·79	4·00	10
		1918-19	...	...	...	355	17·97	4·87	13
		1919-20	...	...	...	428	16·29	5·25	12
		1920-21	...	...	...	729	16·79	5·25	11
Gondia-Chanda, Jubbulpore-Gondia Extension, Mourbhanj State, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari	Bihar and Orissa and Central Provinces.	1916-17	...	...	...	47,029	5·80	3·78	...
		1917-18	...	...	...	48,658	6·15	3·84	...
		1918-19	...	...	...	51,745	6·76	4·09	...
		1919-20	...	...	...	51,881	7·08	4·07	...
		1920-21	...	...	...	54,295	7·01	4·24	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai	Bihar and Orissa, Baluchistan and the Punjab.	1916-17	21	28·29	b13·88	4,875	13·88	3·83	22
		1917-18	6	28·60	b13·88	5,070	14·33	3·67	21
		1918-19	...	...	...	5,446	14·59	4·32	19
		1919-20	28	27·68	b 13·88	7,821	15·91	5·25	200
		1920-21	...	...	...	6,740	15·23	5·29	...

DIX 13—*contd.*

per ton during the financial years 1916-17 to 1920-21.

here they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.										
od.		Oil-Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal at the rate of 05·5 ton of oil-fuel equals 1 ton of coal.)				Remarks.
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
12·98	12·50	...	...	...	3·21	42·62	37·30	740·65	275·21	
12·67	12·50	...	...	...	3·88	45·81	40·37	879·71	290·57	
12·50	12·50	...	...	...	3·77	53·06	44·04	4,958·38	312·10	
12·50	12·00	...	...	...	4·99	59·16	50·34	906·04	343·69	
16·00	16·00	...	...	...	3·24	50·80	43 25	843·02	286·26	
...	...	...	...	...	3·28	37·92	35·72	*a*	*a*	
...	...	...	...	...	3·50	38·42	35·93	*a*	*a*	
...	...	...	...	...	3·60	43·58	39·95	*a*	*a*	
...	...	...	...	...	3·69	45·87	40·28	*a*	*a*	
...	...	...	...	...	4·41	38·24	31·48	*a*	*a*	
3·42	3·31	...	...	...	3·96	34·60	31·14	*a*	*a*	
4·66	4·47	...	...	...	3·79	34·18	28·85	*a*	*a*	
5·16	4·89	...	...	...	5·34	41·18	33·18	*a*	*a*	
4·54	4·42	...	...	...	5·35	43·29	35·56	*a*	*a*	
4·51	4·45	...	...	...	4·65	43·85	35·90	*a*	*a*	
a	*a*		*a*	*a*	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	2·75	32·81	28·02	*a*	*a*	
...	...	...	...	...	4·25	41·78	33·93	*a*	*a*	
...	...	...	...	...	4·25	35·05	27·44	*a*	*a*	
...	...	...	...	...	4·21	35·49	27·82	*a*	*a*	
...	...	...	...	...	*a*	36·15	31·44	*a*	*a*	
10·97	10·97	...	...	...	3·86	49·85	45·92	*a*	*a*	
10·91	10·91	...	...	...	4·04	44·30	40·69	*a*	*a*	
7·64	6·90	...	...	...	4·96	49·55	45·39	*a*	*a*	
10·11	*a*	...	...	...	*a*	62·54	57·25	*a*	*a*	
13·17	*a*	...	...	...	*a*	66·24	60·57	*a*	*a*	
...	...	...	...	...	*a*	29·38	15·34	*a*	*a*	
...	...	...	...	...	*a*	26·67	13·00	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	22·75	37 49	29·78	*a*	*a*	
7·06	*a*	...	...	...	3·75	72·00	*a*	*a*	*a*	
...	...	...	...	...	4·25	*a*	*a*	*a*	*a*	
...	...	...	...	...	7·00	*a*	*a*	*a*	*a*	
...	...	...	...	...	5·75	*a*	*a*	*a*	*a*	
...	...	...	...	...	5·75	*a*	*a*	*a*	*a*	
10·00	10·00	...	...	...	4·40	45·91	37·06	*a*	*a*	
10·00	10·00	...	...	...	5·68	37·33	31·96	*a*	*a*	
10·57	10·57	...	...	...	6·62	36·35	32·70	*a*	*a*	
12·74	12·74	...	...	...	6·40	48·55	42·00	*a*	*a*	
15·48	15·48	...	...	...	6·63	46·57	34·80	*a*	*a*	
9·97	6·78	...	...	...	4·69	63·78	57·80	*a*	*a*	
...	...	...	...	...	4·04	75·65	69·84	*a*	*a*	
...	...	...	...	...	4·66	88·83	82·45	*a*	*a*	
...	...	...	...	...	4·96	93·38	86·72	*a*	*a*	
...	...	...	...	...	4·54	*a*	*a*	*a*	*a*	
4·95	4·95	...	...	...	4·05	38·86	34·53	*a*	*a*	
8·20	8·20	...	...	...	3·76	40·26	34·09	*a*	*a*	
10·13	8·68	...	...	...	5·12	41·91	36·19	*a*	*a*	
10·67	*a*	...	...	...	5·49	42·96	35·89	*a*	*a*	
10·69	*a*	...	...	...	*a*	43·41	36·99	*a*	*a*	
...	...	...	...	...	3·73	80·87	63·58	2,002·22	398·96	
...	...	...	...	...	3·84	80·03	62·83	2,131·06	426·78	
...	...	...	...	...	4·09	84·15	64·83	2,300·50	456·19	
...	...	...	...	...	4·07	82·66	63·01	2,135·55	447·86	
...	...	...	...	...	4·24	83·95	64·46	1,980·00	411·22	
5·19	3·00	...	...	...	3·88	33·24	28·74	1,840[b]1	373·12	
5·12	3·29	...	...	...	3·60	37·95	32·45	2,256·90	415·80	
6·11	4·21	...	...	...	4·33	38·63	33·32	2,528·95	414·22	
5·82	3·93	...	...	...	*a*	52·54	41·91	4,109·83	691·40	
...	...	...	...	...	*a*	70·10	46·53	3,883·55	700·68	

a Information not available.

b This is the rate for English Patent Fuel.

APPEN

Coal, wood and oil-fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel with the actual quantity consumed by — Foreign coal. Actual quantity in tons.	Foreign coal. Average cost per ton. Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	Foreign coal. Average cost per ton. At pit's mouth.	Indian coal. Actual quantity in tons.	Indian coal. Average cost per ton. Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	Indian coal. Average cost per ton. At pit's mouth.	Wo. Actual quantity in tons.
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE—*concld.*				Rs.	Rs.		Rs.	Rs.	
Jessore-Jhenidah	Bihar and Orissa	1916-17	...	...	...	1,394	7·69	2·68	...
		1917-18	...	...	...	1,435	9·12	4·25	...
		1918-19	...	...	...	1,068	8·75	*a*	...
		1919-20	...	...	...	1,820	8·22	*a*	...
		1920-21	...	...	...	1,485	7·81	*a*	...
Kalighat-Falta ...	Bihar and Orissa ...	1917-18	...	...	...	806	9·12	4·25	...
		1918-19	...	...	...	1,856	8·00	*a*	...
		1919-20	...	...	...	2,090	10·25	*a*	...
		1920-21	...	...	...	2,537	8·0	*a*	...
Kalka-Simla ...	Bihar and Orissa, Baluchistan and the Punjab.	1916-17	...	...	...	7,998	15·87	3·83	117
		1917-18	...	...	...	8,303	15·54	3·67	134
		1918- 9	...	...	...	9,412	15·82	4·32	151
		1919-20	...	...	...	10,142	15·91	5·25	...
		1920-21	...	...	...	10,628	15·47	5·29	197
Khulna-Bagirhat ...	Bengal and Orissa ...	1918-19	...	...	...	461	10·85	4·08	...
		1919-20	...	...	...	454	8·60	4·31	...
		1920-21	...	...	...	516	7·26	4·22	...
Kolar District and Bangalore-Chik Ballapur Light	Bihar and Orissa ...	1916-17	...	...	...	1,232	19·25	3·75	...
		1917-18	...	...	...	1,648	20·00	4·50	49
		1918-19	...	...	...	1,533	19·37	3·94	317
		1919-20	...	...	...	2,124	*a*	*a*	100
		1920-21	...	...	...	1,759	21·16	5·87	49
Madaya Light ...	...	1920-21	...	...	...	...	...	...	1,380
Morappur-Hosur and Tirupattur-Krishnagiri.	Bihar and Orissa and Hyderabad.	1916-17	...	...	...	2,735	17·52	3·72	92
		1917-18	...	...	...	1,891	17·80	3·80	3,817
		1918-19	...	...	...	1,972	18·09	3·66	4,449
		1919-20	...	...	...	2,586	19·52	5·18	574
		1920-21	...	...	...	2,328	21·27	3·71	4,309
Morvi	Bengal and Bihar and Orissa.	1916-17	...	...	...	345	16·00	3·50	8
		1917-18	...	...	...	398	15·41	3·70	7
		1918-19	...	...	...	451	17·70	3·69	8
		1919-20	...	...	...	694	18·00	5·25	9
		1920-21	...	...	...	642	18·70	6·00	5
Nadiad-Kapadvanj...	Bihar and Orissa, Central India, Central Provinces and Bengal.	1916-17	...	...	...	622	15·24	4·04	11
		1917-18	...	...	...	902	16·12	4·88	12
		1918-19	...	...	...	983	16·84	4·87	12
		1919-20	...	...	...	1,007	16·58	5·25	12
		1920-21	...	...	...	1,118	17·15	5·25	13
Powayan Light *b* ...	Bihar and Orissa ...	1916-17	...	...	...	807	10·59	2·37	...
		1917-18	...	...	...	781	9·91	2·27	...
Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	...	*a*	*a*	*a*	...
Tezpore-Balipara ... Light.	Assam ...	1916-17	...	...	...	600	15·19	*a*	...
		1917-18	...	...	...	569	16·45	*a*	...
		1918-19	...	...	...	623	17·71	*a*	...
		1919-20	...	...	...	861	17·71	*a*	...
		1920-21	...	...	...	771	20·25	*a*	...
Trans-Indus (Kalabagh-Bannu).	Bihar and Orissa ...	1916-17	...	...	...	4,797	14·05	3·83	16
		1917-18	...	...	...	9,366	14·39	3·67	4
		1918-19	...	...	...	11,235	14·67	4·32	...
		1919-20	...	...	...	21,656	15·91	5·25	...
		1920-21	...	...	...	22,424	16·11	5·29	...

DIX 13—*contd.*

per ton during the financial years 1916-17 to 1920-21.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.									
od.		Oil-Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal, at the rate of 0·55 ton of oil-fuel equals 1 ton of coal.)				Remarks.
Average cost per ton.			Average cost per ton.							
Including all freight, both rail and sea, from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.		Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	2·68	39·19	25·29	*a*	*a*	*a* Information not available.
...	...	...	...	...	4·25	46·59	39·67	*a*	*a*	
...	...	...	...	...	*a*	40·00	27·17	*a*	*a*	
...	...	...	...	...	*a*	31·71	22·60	*a*	*a*	
...	...	...	...	...	*a*	35·44	23·75	*a*	*a*	
...	...	...	...	...	4·25	36·84	25·83	*a*	*a*	
...	...	...	...	...	*a*	46·59	29·93	*a*	*a*	
...	...	...	...	...	*a*	38·50	30·88	*a*	*a*	
...	...	...	...	...	*a*	62·12	35·55	*a*	*a*	
5·47	3·28	...	...	...	3·86	66·69	47·47	4,252·41	743·66	
5·14	3·31	...	...	...	3·70	71·06	48·77	4,278·59	748·65	
7·27	5·37	...	...	...	4·38	67·80	47·48	3,757·09	776·88	
...	...	...	...	...	5·25	64·25	41·24	3,387·92	714·48	
8·28	6·52	..	...	...	*a*	70·15	47·08	3,546·53	772·04	
...	...	...	...	...	4·03	32·73	22·19	*a*	*a*	
...	...	...	...	...	4·31	34·11	30·98	*a*	*a*	
...	...	...	...	...	4·22	33·55	30·50	3,800·30	203·87	
...	...	...	...	...	3·75	34·49	32·91	*a*	*a*	
12·50	12·50	...	...	...	4·81	35·91	31·29	*a*	*a*	
12·50	12·50	...	...	...	6·15	35·08	31·92	1,995·62	403·79	
a	*a*	...	...	...	*a*	40·90	33·90	2,233·69	469·30	
11·00	11·00	...	...	...	20·90	32·73	27·24	*a*	*a*	
8·00	3·50	...	...	...	*a*	*a*	*a*	*a*	*a*	
8·20	8·20	...	...	...	3·94	35·19	35·18	2,605·07	327·27	
7·13	7·13	...	...	...	5·86	47·07	46·86	3,715·15	463·01	
7·59	7·59	...	...	...	10·92	50·77	50·69	3,497·80	478·97	
7·64	7·64	...	...	...	6·32	38·59	38·49	2,408·54	350·69	
8·05	8·05	...	...	...	10·70	54·42	53·86	3,956·38	507·42	
9·00	*a*	...	...	...	*a*	21·29	19·21	*a*	*a*	
8·50	*a*	...	...	...	*a*	25·24	21·67	*a*	*a*	
7·00	7·00	...	...	...	3·70	30·50	26·10	*a*	*a*	
10·20	10·20	...	...	...	5·30	39·80	35·50	*a*	*a*	
13·50	13·50	...	...	...	6·10	39·34	36·71	*a*	*a*	
7·14	7·14	...	...	...	4·06	33·91	29·16	*a*	*a*	
9·62	6·90	...	...	...	4·84	49·53	41·99	*a*	*a*	
10·00	7·70	...	...	...	4·94	53·61	45·52	*a*	*a*	
11·81	*a*	...	...	...	*a*	55·11	46·84	*a*	*a*	
15·01	*a*	...	...	...	*a*	60·73	52·35	*a*	*a*	
...	...	...	...	...	2·37	31·09	28·06	*a*	*a*	
...	...	...	...	...	2·27	30·29	27·70	*a*	*a*	*b* Temporarily dismantled.
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	*a*	35·98	*a*	*a*	*a*	
...	...	...	...	...	*a*	37·44	*a*	*a*	*a*	
...	...	...	...	...	*a*	40·28	*a*	*a*	*a*	
...	...	...	...	...	*a*	52·87	*a*	*a*	*a*	
...	...	...	...	...	*a*	52·42	*a*	*a*	*a*	
7·50	5·31	...	...	...	3·84	63·58	52·73	2,679·02	451·33	
7·58	5·75	...	...	...	3·67	76·27	59·82	3,218·70	554·63	
...	...	...	...	...	4·32	83·07	69·64	2,830·45	618·02	
...	...	...	...	...	5·25	100·13	78·19	3,199·41	691·73	
...	...	...	...	...	*a*	169·12	91·67	3,304·75	926·24	

APPEN

Coal, wood and oil-fuel consumed by locomotives on each railway system and price paid

NOTE.—The figures in this Appendix are amended ones in cases

Railways.	Sources of supply.	Year.	Description of fuel with the actual quantity consumed by						Wo
			Foreign coal.			Indian coal.			
			Actual quantity, in tons.	Average cost per ton.		Actual quantity in tons.	Average cost per ton.		Actual quantity in tons.
				Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.		Including all freight, both rail and sea, from the pit's mouth to the engine-shed where issued to locomotives.	At pit's mouth.	
1	2	3	4	5	6	7	8	9	10
				Rs.	Rs.		Rs.	Rs.	
2' 0" GAUGE.									
Darjeeling-Himalayan	Bihar and Orissa ...	1916-17	...	...	...	8,103	10·50	3·00	...
		1917-18	...	...	...	8,205	10 50	3·00	...
		1918-19	...	...	...	9,289	11·38	5·00	...
		1919-20	...	...	...	9,135	11·38	5·00	...
		1920-21	...	...	...	9,374	12·08	4·50	...
Gwalior Light	Bihar and Orissa ...	1916-17	...	...	...	4,052	11·34	3·58	63
		1917-18	...	...	...	5,243	11·48	3·58	63
		1918-19	...	...	...	6,378	11·61	3·69	50
		1919-20	...	...	...	5,838	13·67	5·37	22
		1920-21	...	...	...	5,474	14·42	5·50	8
Howrah-Amta Light	*a*	...	...	...	...	*a*	*a*	*a*	...
Howrah-Sheakhala Light	*a*	...	...	...	...	*a*	*a*	*a*	...
Jagadhri Light ...	Bihar and Orissa ...	1916-17	...	...	...	148	13·00	4·50	38
		1917-18	...	...	...	97	14·00	5·50	100
		1918-19	...	...	...	143	17·00	7·50	...
		1919-20	...	...	...	116	14·00	6·00	...
		1920-21	...	...	...	162	13·00	5·00	4
Jorhat (Provincial)	Assam ...	1916-17	...	...	...	1,558	14·61	9·81	...
		1917-18	...	...	...	1,672	15·45	10·65	...
		1918-19	...	...	...	1,842	17·36	12·36	...
		1919-20	...	...	...	1,192	17·36	12·36	...
		1920-21	...	...	...	1,335	17·36	12·36	...
Kulasekarapatnam Light	Bihar and Orissa ...	1916-17	...	...	...	180	24·47	*a*	473
		1917-18	...	...	...	173	32·90	*a*	435
		1918-19	...	...	...	131	31·08	5·00	620
		1919-20	...	...	...	107	34·28	5·00	637
		1920-21	...	...	...	229	34·08	5·00	192
Mahtheran Ligh ...	Bengal and Bihar and Orissa.	1916-17	...	...	...	390	21·00	5·50	...
		1917-18	...	...	...	397	19·00	7·00	...
		1918-19	...	...	...	420	21·50	7·50	...
		1919-20	...	...	...	*a*	*a*	*a*	...
		1920-12	*a*	...	...	*a*	*a*	*a*	...
Mysore Light ...	Bihar and Orissa ...	1916-17	...	...	...	71	21·69	3·75	...
		1917-18	...	...	...	198	20·00	4·50	8
		1918-19	...	...	...	286	22·36	4·12	14
		1919-20	...	...	...	254	*a*	*a*	19
		1920-22	...	...	...	262	23·98	5·87	8
Pipar-Bilara Light .	Bihar and Orissa ...	1916-17	...	...	...	404	12·55	3·34	...
		1917 18	...	...	...	223	13·24	3·59	...
		1918-19	...	...	...	253	13·61	4 60	...
		1919-20	...	...	...	251	13·95	5 00	1
		1920-21	...	...	...	264	14·23	5·00	2
Tomsar-Tirodi Light..	Bihar and Orissa ...	1917-18	...	...	...	3,048	8·87	3·15	...
		1918-19	...	...	...	2,180	9·96	3·28	...
		1919-20	...	...	...	2,702	10·36	3·42	...
		1920-21	...	...	...	2,682	10·48	3·54	...
TOTAL ...	...	1917-18	13,162	...	...	5,489,443	...	...	119,218
		1918-19	8,620	...	...	5,616,725	...	...	243,450
		1919-20	964	...	...	5,880,165	...	...	335,499
		1920-21	860	...	...	6,055,492	...	...	322,422
		1920-21	586	...	...	6,287,068	...	...	213,909

DIX 13—*concld.*

per ton during the financial years 1916-17 to 1920-21.

where they differ from the corresponding figures in the earlier Reports.

locomotives and cost per ton.									
od.		Oil-Fuel.			Average cost per ton of all fuel consumed by locomotives, excluding all freight, both rail and sea. (Wood has been reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel at the rate of 0·55 ton equals 1 ton of coal.)	Consumption in pounds. (Calculated on the actual quantity of coal, wood being reduced to terms of coal at the rate of 2½ tons of wood to 1 ton of coal and oil-fuel being converted in terms of coal at the rate of 0·55 ton of oil-fuel equals 1 ton of coal.)				Remarks.
Average cost per ton.			Average cost per ton.			Per train-mile.	Per engine-mile.	Per 1,000 freight ton-miles.	Per 1,000 gross ton-miles.	
Including all freight, both rail and sea from the station of supply to the engine-shed where issued to locomotives.	At station of supply.	Actual quantity in tons.	Including all freight, both rail and sea, from the source of production to the engine-shed where issued to locomotives.	At source of production.						
11	12	13	14	15	16	17	18	19	20	21
Rs.	Rs.		Rs.	Rs.	Rs.					
...	...	...	...	...	3·00	39·38	32·34	*a*	*a*	
...	...	...	...	...	3·00	39·94	33·83	*a*	*a*	
...	...	...	...	...	5·00	59·43	53·24	*a*	*a*	*a* Information not available.
...	...	...	...	...	5·00	52·09	49·71	*a*	*a*	
...	...	...	...	...	12·08	*a*	*a*	*a*	*a*	
6·00	6·00	...	...	...	4·77	42·07	36·13	*a*	*a*	
6·00	6·00	...	...	...	4·77	46·64	40·56	*a*	*a*	
6·00	6·00	...	...	...	4·84	51·51	45·80	*a*	*a*	
6·00	6·00	...	...	...	5·68	55·14	48·63	*a*	*a*	
6·00	6·00	...	...	...	5·75	50·02	44·45	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
11·00	11·00	...	...	...	12·00	26·25	13·12	*a*	*a*	
11·00	10·00	...	...	...	13·12	18·92	9·46	*a*	*a*	
...	...	...	...	...	7·50	19·35	9·67	*a*	*a*	
...	...	...	...	...	6·00	20·42	10·21	*a*	*a*	
27·00	27·00	...	...	...	32·00	27·95	13·97	*a*	*a*	
...	...	...	...	...	9·81	66·56	*a*	*a*	*a*	
...	...	...	...	...	10·65	72·77	*a*	*a*	*a*	
...	...	...	...	...	13·36	72·77	*a*	*a*	*a*	
...	...	...	...	...	12·36	51·80	*a*	*a*	*a*	
...	...	...	...	...	12·36	58·38	*a*	*a*	*a*	
8·18	7·50	...	...	...	*a*	35·44	*a*	*a*	*a*	
8·91	7·75	...	...	...	*a*	29·14	*a*	*a*	*a*	
10·46	10·00	...	...	...	18·08	23·62	23·62	5,406·51	2,568·34	
11·85	10·00	...	...	...	19·10	19·30	19·30	6,869·57	2,226·86	
18·19	12·75	...	...	...	11·76	14·64	14·64	4,131·50	1,562·68	
...	...	...	...	...	5·50	67·25	65·50	*a*	*a*	
...	...	...	...	...	7·00	67·00	65·50	*a*	*a*	
...	...	...	...	...	5·50	64·60	60·00	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	*a*	*a*	*a*	*a*	*a*	
...	...	...	...	...	3·75	31·33	30·50	*a*	*a*	
6·50	6·50	...	...	...	4·65	25·65	21·45	*a*	*a*	
7·50	7·50	...	...	...	4·40	22·84	16·73	*a*	*a*	
a	*a*	...	...	...	*a*	27·70	19·30	*a*	*a*	
12·00	12·00	...	...	...	23·59	29·77	19·61	*a*	*a*	
...	...	...	...	...	3·34	35·02	35·02	3,726·91	1,188·07	
...	...	...	...	...	3·59	33·29	33·29	2,817·50	976·74	
...	...	...	...	...	4·60	30·84	30·84	3,102·28	1,0·0·47	
9·25	9·25	...	...	...	5·02	23·51	23·49	2,303·93	769·06	
12·31	12·31	...	...	...	5·03	26·14	26·14	3,194·63	932·19	
...	...	...	...	...	3·15	*a*	*a*	*a*	*a*	
...	...	...	...	...	3·28	*a*	*a*	*a*	*a*	
...	...	...	...	...	3·42	*a*	*a*	*a*	*a*	
...	...	...	...	...	3·54	*a*	*a*	*a*	*a*	
...	...	6,796	...	...	...	...	...	...	...	
...	...	29,800	...	...	...	...	...	...	...	
...	...	48,014	...	...	...	...	...	...	...	
...	...	58,018	...	...	...	...	...	...	...	
...	...	63,828	...	...	...	...	...	...	...	

APPEN

Quantity of Indian coal mined during the calendar years 1898 to 1920, quantity of coal by sea to Indian ports and to foreign ports outside India including Burma, and the during the financial

Particulars.	1898	1899	1900	1901	1902	1903	1904	1905
1	2	3	4	5	6	7	8	9
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Quantity of coal mined in each Province—								
Assam	200,329	225,623	216,736	254,100	221,096	239,328	266,765	277,065
Baluchistan	13,372	15,822	23,281	24,656	33,889	46,909	49,867	41,725
Bengal	3,622,090	4,095,265	4,978,492	5,487,585	6,259,236	6,361,212	7,063,680	7,284,108
Bihar and Orissa	*	*	*	*	*	*	*	*
Burma	6,975	8,105	10,228	12,466	13,302	9,306	1,105	...
Central India	134,726	164,569	164,489	164,362	171,538	193,277	185,774	157,701
Central Provinces	149,709	156,576	172,842	191,516	196,981	159,154	139,027	147,265
Kashmir	...	...	...	...	1,060	999	270	...
Madras	...	...	...	...	...	...	...	...
Nizam's Territory	394,622	401,216	469,291	421,218	455,424	362,733	419,546	454,294
North-West Frontier Province	...	...	...	...	...	...	...	...
Punjab	85,862	81,835	74,083	67,730	55,373	43,704	45,594	62,622
Rajputana (Bikaner)	511	4,249	9,250	12,094	16,503	21,764	45,078	42,064
United Provinces	...	...	...	...	...	...	...	...
Total ...	4,608,196	5,093,260	6,118,692	6,635,727	7,424,402	7,438,386	8,216,706	8,417,739
Quantity of Indian coal consumed by the locomotives on the railways in India.	1,418,241	1,560,771	1,858,061	1,956,631	2,021,992	2,203,889	2,447,341	2,656,530
Quantity of Indian coal exported by sea—								
To Indian Ports, excluding Burma	737,689	672,311	1,030,709	1,157,892	974,602	1,235,318	1,447,867	1,635,263
To ports outside of India, including Burma	490,290	467,306	711,874	845,953	728,316	723,873	896,885	1,144,680
Quantity of foreign coal imported into India—								
From the United Kingdom	†297,076	†406,451	†917,710	†112,519	†198,574	†133,711	†174,705	†147,760
From other countries	†34,209	†112,064	†43,939	†79,108	†20,773	†30,429	†77,169	†50,024

* The quantity of coal mined during these years has been included with the output of Bengal.
† Excludes the quantity of coal imported on Government Account.

DIX 14.

consumed by locomotives on the railways in India and quantity of Indian coal exported quantity of foreign coal imported into India, during the calendar years 1898 to 1912 and years 1913-14 to 1920-21.

1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
285,490	295,795	275,224	305,563	287,236	294,893	297,160	270,862	305,160	311,296	287,315	301,480	294,484	291,734	325,535
42,164	42,488	45,212	52,449	52,614	45,707	54,396	52,932	48,234	43,607	42,163	40,785	43,125	34,328	33,941
8,617,820	9,993,348	11,559,911	10,660,611	10,779,580	11,466,904	4,306,129	4,649,985	4,424,557	4,975,460	4,992,376	4,631,571	5,802,295	5,777,632	4,207,452
*	*	*	*	*	*	9,126,385	10,227,567	10,661,062	10,718,155	10,767,683	11,932,419	13,180,030	15,119,812	11,975,656
1,222	....	...	...	...	...	...	...	...	25	...	...	...	1,500	...
170,292	178,588	155,107	121,546	130,400	143,557	149,921	148,978	152,906	139,680	200,285	198,407	199,975	182,141	158,051
92,849	134,088	213,789	288,100	220,437	211,616	233,996	235,651	244,745	253,118	287,832	371,498	491,470	497,021	491,205
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
467,924	414,221	444,211	442,892	506,178	505,380	481,652	552,133	555,991	596,824	615,290	680,629	659,122	662,196	694,080
...	...	90	96	90	140	50	90	94	60	75	215	240	20	...
73,119	60,749	54,794	37,308	40,189	30,575	38,409	51,040	54,303	7,011	47,449	49,869	50,419	46,393	58,078
32,372	28,062	21,207	11,449	12,744	14,761	18,251	18,781	17,211	17,796	18,841	6,045	11,334	14,760	18,216
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9,783,251	11,147,339	12,769,635	11,870,114	12,047,413	12,715,533	14,706,339	16,208,009	16,464,363	17,103,982	17,254,309	18,212,918	20,723,493	22,628,037	17,962,214

1913-14	1914-15	1915-16	1916-17	1917-18	1918-19	1919-20	1920-21
2,863,878	3,285,444	3,558,539	3,657,896	3,801,248	4,223,019	4,590,618	4,702,479	4,946,375	5,143,108	5,490,443	5,616,725	5,880,165	6,055,492	6,287,968
1,830,793	1,885,056	2,124,642	1,716,823	1,851,322	1,604,086	1,757,075	1,844,485	1,469,714	396,280	72,497	26,103	13,428	104,773	964,578
1,384,732	1,040,242	1,045,695	913,154	1,391,248	1,253,971	1,325,238	1,203,478	1,041,339	1,245,569	1,258,094	45,746	240,456	833,595	1,628,529
†199,215	†227,176	†173,463	†311,252	†261,316	†245,043	†134,804	210,955	177,937	31,957	6,250	Information not available.	15,561	8,410	9,973
†27,150	†74,412	†211,840	†179,169	†54,744	†73,626	†415,987	553,103	242,953	104,523	45,069		60,397	31,247	77,023

APPEN

Details of working of State collieries, worked by

Colliery.	Owned by	Province.	Year.	Capital outlay.	Output.			
					Large coal.	Small coal.	Slack coal.	Total.
1	2	3	4	5	6	7	8	9
				Rs.	Tons.	Tons.	Tons.	Tons.
Bokharo-Ramgarh ...	East Indian and Bengal-Nagpur railways.	Bihar and Orissa.	1916-17	13,31,674	168,791	22,445	22,875	214,111
			1917-18	14,41,246	209,808	30,996	49,930	290,734
			1918-19	14,40,262	258,439	41,907	51,871	352,217
			1919-20	14,67,912	350,749	44,018	63,577	458,344
			1920-21	16,81,978	407,330	28,786	52,709	488,825
Kurhurbaree and Serampore...	East Indian railway.	Bihar and Orissa.	1916-17	31,39,247	604,405	12,553	147,834	764,792
			1917-18	30,74,667	546,521	9,903	147,581	704,005
			1918-19	30,08,520	615,639	66,784	101,744	784,167
			1919-20	29,99,869	631,822	82,112	93,027	806,961
			1920-21	29,47,242	579,546	88,321	76,537	744,404
Mohpani	Great Indian Peninsula railway.	Central Provinces.	1916-17	8,31,364	51,455	4,184	†668	56,307
			1917-18	7,61,920	63,268	10,194	†1,613	75,075
			1918-19	6,34,053	49,922	25,146	†2,213	77,281
			1919-20	10,29,370	60,018	25,405	1,249	86,672
			1920-21	10,18,995	64,645	19,888	528	85,061
Kargali	Great Indian Peninsula railway.	Central Provinces.	1917-18	16,40,496	64,520	1,713	†4,580	70,813
			1918-19	19,62,429	167,371	24,852	...	192,223
			1919-20	21,59,149	276,417	6,799	3,290	288,506
			1920-21	21,57,204	311,521	3,732	14,693	329,946
Kohat	North Western railway.	Baluchistan	1916-17	1,96,068	904	*79	‡28,753	29,736
			1917-18	1,98,374	478	42	‡24,457	24,977
			1918-19	2,19,183	5,763	*19	16,233	22,015
			1919-20	2,46,447	2,464	1,027	13,617	17,108
			1920-21	2,76,199	1,574	308	16,324	18,206
Khost pressed fuel factory ...	North Western railway.	Baluchistan	1916-17	37,369	...	...	...	§14,062
			1917-18	34,566	..	...	...	§12,035
			1918-19	31,974	...	...	...	§9,100
			1919-20	29,576	...	...	...	8,493
			1920-21	27,358	...	...	...	10,877
Sor	North Western railway.	Baluchistan	1918-19	1,74,694	40	...	‡709	749
			1919-20	8,95,127	3,290	8	1,527	4, 7
			1920-21	9,98,876	649	...	...	649

* Nut coal. † Splint coal.
‡ Mixed coal. § Pressed fuel.

DIX 15.

either Railway Companies or the State.

Quantity issued.	Gross earnings.	Working expenses.	Net gain or loss.	Percentage on Capital.	Average number of persons employed daily.	Number of tons raised per person employed.	Number of persons killed	Number of persons injured.	Remarks.
10	11	12	13	14	15	16	17	18	19
Tons.	Rs.	Rs.	Rs.	Per cent.		Tons.			
217,535	*2,93,256	2,93,256	...	...	1,973	109	...	7	
290,584	*5,59,373	5,59,373	...	...	2,236	130	...	2	
348,147	*6,80,346	6,80,346	...	...	2,893	122	1	10	The decrease in the capital outlay in 1918-19 is due to credits to the Sinking Fund.
457,561	*9,91,580	9,91,580	...	...	3,500	131	2	4	
483,707	*10,92,579	10,92,579	...	...	4,180	117	2	7	
792,615	*13,67,760	13,67,760	...	...	8,376	91	8	19	The capital outlay is approximate and is made up of the purchase money, Rs. 3,05,154, which represents half the original cost of buildings, plant, etc., paid to the East Indian Railway Company on valuation, and the capital expenditure incurred from 1st January 1880.
705,842	*15,87,256	15,87,256	...	...	8,789	80	5	11	
782,427	*18,14,164	18,14,164	...	...	9,303	84	3	12	
768,529	*25,07,041	25,07,041	...	...	8,839	91	3	16	The decrease in the capital outlay in 1917-18, 1918-19, 1919-20 and 1920-21 is due to credits to the Sinking Fund.
707,181	*24,06,257	24,06,257	...	...	8,311	89	3	10	
54,935	2,99,261	4,72,939	—1,73,678	...	1,233	46	...	2	The capital outlay is made up of the purchase money, £40,000, and the expenditure incurred from the date of purchase, 1st July 1904.
72,804	3,98,999	5,76,191	—1,77,192	...	1,425	53	1	4	The decrease in the capital outlay in 1917-18, 1918-19 and 1920-21, is due to credits to the Sinking Fund and also to credits on account of the value of bungalows dismantled in 1918-19.
80,120	4,70,731	6,64,743	—1,94,012	...	1,466	53	1	6	
84,944	4,52,892	7,41,935	—2,89,043	...	1,632	52	2	10	The increase in the capital outlay in 1919-20 is due to the inclusion of a credit of Rs. 4,06,322 on account of the Sinking Fund and Rs. 28,009 for cost of Briquette plant sold to the Military Department.
87,415	4,49,165	8,99,961	—4,50,796	...	1,821	47	1	9	
70,813	1,80,506	1,65,373	15,133	0·92	1,950	37	1	2	This colliery was opened for working from 1st October 1917. Prior to that date, *i.e.*, while the colliery was under development, the cost of coal taken out and issued was debited and credited to capital outlay. (General Block Account.)
181,035	4,82,008	4,59,499	22,509	1·13	3,524	55	...	2	
296,193	7,44,504	7,22,687	21,817	1·01	3,205	90	3	1	
341,148	8,61,949	8,95,583	—33,634	...	5,684	58	1	3	The decrease in the capital outlay in 1920-21 is due to credits to the Sinking Fund.
29,522	2,58,957	2,82,963	—24,006	...	632	47	1	3	
24,675	2,34,469	2,67,849	—33,380	...	540	46	5	5	
21,975	2,17,686	2,76,745	—59,059	...	510	43	1	....	
17,520	1,91,502	2,67,676	—76,174	...	614	28	1	3	
18,337	2,26,719	3,25,594	—98,875	...	519	35	4	4	
14,062	1,82,811	1,94,927	—12,116	...	21	670	...	...	The capital outlay is made up of the purchase money, Rs. 24,927 and the expenditure incurred from the date of purchase.
12,035	1,75,093	1,79,948	—4,855	...	21	573	1	...	
9,100	1,45,593	1,76,706	—31,113	...	20	455	...	...	The decrease in the capital outlay in 1917-18, 1918-19, 1919-20 and 1920-21, was due chiefly to depreciation charges at 7½ per cent. adjusted by credit to Block Account and debit to profits of the colliery and also to the Sinking Fund adjustments.
8,493	1,53,165	1,52,906	259	·88	16	531	...	...	
10,877	1,96,176	2,39,273	—43,097	...	27	403	...	...	
660	†	‡	...	6·13	81	9	...	1	† Credited to the Block Account.
4,135	55,050	1,73,658	—1,18,608	...	134	36	...	...	‡ Debited to the Block Account.
1,500	9,943	38,169	—28,226	...	37	18	...	1	

* Coal issued to railway at cost price.

APPEN

Rolling-stock under different heads on each

Railway.	Engines.	COACHING					
		Saloons, Royal and State.			Reserved carriages.		
	Total No. on the line.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8
5′ 6″ Gauge.							
Bengal-Nagpur	560	...	...	...	36	...	*6
Bombay, Baroda and Central India	377	...	...	...	28	5	5
Eastern Bengal	295	...	...	...	24	...	9
East Indian	1,295	...	...	2	61	2	4
Great Indian Peninsula	1,263	...	...	...	94	...	5
Madras and Southern Mahratta	292	...	1	1	16	9	1
Nizam's Guaranteed State	86	5	...	7	15	1	1
North Western	1,550	...	...	...	104	6	†35
Oudh and Rohilkhand	287	...	...	15	37	...	5
South Indian	143	...	...	...	5	2	...
Bombay Port Trust	28	...	...	...	...	...	...
Calcutta Port Commissioners'	57	...	...	...	...	...	...
Total ...	6,233	5	1	25	420	25	71
3′ 3½″ Gauge.							
Assam-Bengal	144	1	...	1	42	...	9
Bengal and North-Western	328	...	2	1	15	9	1
Bengal Dooars	16	...	...	...	4	1	...
Bhavnagar State	*23	...	...	...	3	...	1
Bombay, Baroda and Central India	‡596	...	...	1	33	...	13
Burma	320	...	...	2	37	2	18
Dibru-Sadiya	30	...	...	...	2	...	...
Eastern Bengal	264	...	...	2	19	10	6
Gondal	22	...	...	1	7	...	1
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	78	...	1	3	4	5	4
Jamnagar	6	...	...	...	2	...	...
Jodhpur-Bikaner	103	1	1	4	14	...	1
Junagad State	18	...	...	...	5	...	2
Madras and Southern Mahratta	331	...	...	7	29	...	7
Morvi	14	...	...	1	3	...	...
Mysore Birur-Shimoga and Chickjajur—Chitaldrug	24	...	...	...	3	...	...
Rohilkund and Kumaon	73	...	...	...	5	4	...
South Indian	334	...	...	4	9	...	17
Udaipur-Chitorgarh	4	...	...	...	1	...	...
Total ...	2,723	2	4	27	237	31	80

* Includes one tourist car.
† Includes 11 carriages for tourists.
‡ Includes 70 auxiliary water tanks used for locomotive purposes only.

DIX 16.

railway on the 31st March 1921.

VEHICLES.

Dining cars.			First class carriages.			Second class carriages.		
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
9	10	11	12	13	14	15	16	17
...	...	7	23	...	...	23	...	2
...	...	7	1	...	6	18	...	20
...	...	2	10	...	4	10	...	2
...	...	9	51	...	24	52	...	10
...	...	25	66	...	29	117	...	21
...	...	4	23	2	4	28	4	2
...	...	...	7	...	...	10	...	...
...	...	*18	37	...	9	47	...	...
...	...	3	29	...	...	28	...	...
1	...	...	4	1	...	16	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
1	...	75	251	3	76	349	4	57
....	...	1	...	...	...	...	...	...
...	3	...	5	27	...	8	26	...
...	...	...	...	2	...	...	...	...
...	...	...	5	...	...	8	...	...
...	...	6	43	...	4	43	...	...
...	...	1	16	...	8	25	...	...
...	...	...	...	...	...	...	...	...
...	...	...	3	13	10	3	...	...
...	...	...	...	...	...	15	...	...
...	...	...	...	6	...	...	10	...
...	...	...	1	...	...	2	...	...
...	...	3	4	...	...	13	...	...
...	...	...	4	...	...	9	...	...
...	...	8	34	...	8	27	...	9
...	...	...	...	...	...	6	...	...
...	...	...	2	...	...	2	...	...
...	...	1	5	3	...	2	3	...
...	...	6	13	...	25	2	...	15
...	...	...	1	...	...	1	...	...
...	3	26	136	51	55	184	39	24

* Includes two dining cars for Indian passengers.

APPEN

Rolling-stock under different heads on each

Railway.	Engines.	Coaching					
		Saloons, Royal and State.			Reserved carriages.		
	Total No. on the line.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
1	2	3	4	5	6	7	8
2' 6" gauge.							
Ahmadpur-Katwa	4						
Arakan Light...	3						
Arrah-Sasaram Light	5				1		
Bankura-Damoodar River	6						
Baraset-Basirhat Light	8				1		
Barsi Light	17						1
Bengal Provincial	8				1		
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	28	2		1			1
Bukhtiarpur-Bihar Light	5						
Burdwan-Katwa	4						
Champaner-Shivrajpur-Pani Light	4						
Cutch State	3						1
Dehri-Rohtas Light	5			1			
Dholpur-Bari	5						1
Dhond-Baramati	2						
Eastern Bengal	10				2		
Ellichpur-Yeotmal	13						
Godhra-Lunavada	2						
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari.	116				9		8
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	27				3		1
Jessore-Jhenidah	6						
Kalighat-Falta	5						
Kalka-Simla	22				1		4
Kolar District and Bangalore-Chik Ballapur Light	7			1	1		
Madaya Light	7	1					
Mayurbhanj	3						
Morappur-Hosur and Tirupattur-Krishnagiri	8						
Morvi	5				1		2
Nadiad-Kapadvanj	3						
Pachora-Jamner	2						
Parlakimedi Light	3			1			
Powayan Light*							
Pulgaon-Arvi	Included with the Ellichpur-Yeotmal Railway.						
Shahdara (Delhi)-Saharanpur Light	8				1		
Tezpore-Balipara Light	5						
Trans-Indus (Kalabagh-Bannu)	26						1
Total	385	3		4	21		20
2' 0" gauge.							
Darjeeling-Himalayan	26				8		6
Gwalior Light	21			2			1
Howrah-Amta Light	17				1		
Howrah-Sheakhala Light	3						
Jagadhri Light	2						
Jorhat (Provincial)	10						
Kulasekarapatnam Light	6						
Matheran Light	5	2					
Mysore Light	4						
Pipar-Bilara Light	2						
Tumsar-Tirodi Light	13						
Total	109	2		2	9		7
GRAND TOTAL	9,450	12	5	58	687	56	178

* Temporarily dismantled.

DIX 16—*contd.*

railway on the 31st March 1921.

VEHICLES—*contd.*

Dining cars.			First class carriages.			Second class carriages.		
4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
9	10	11	12	13	14	15	16	17
			2					
			3					
						1		11
			1					
					1			
					1			
					2			3
			2			2		
			1			2		
								9
			2					
						3		
			3					
					1			
			17		5	8		23
			6		3	9		1
					7	6		1
		2			1			
			14		4	7		
		2	20		15	22		2
1	3	103	424	54	151	563	43	106

APPEN

Rolling-stock under different heads on each

Railway.	COACHING								
	INTERMEDIATE CLASS CARRIAGES.			THIRD CLASS CARRIAGES WITHOUT BRAKE COMPARTMENTS.					
							Ambulance.		4-wheeled.
	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.	
18	19	20	21	22	23	24	25	26	27
5' 6" gauge.									
Bengal-Nagpur	21	...	29	231	...	275	22	...	62
Bombay, Baroda and Central India ...	...	...	...	60	11	331	8	9	10
Eastern Bengal	22	...	8	131	...	147	...	...	22
East Indian	47	...	45	516	...	287	98	...	16
Great Indian Peninsula	...	...	2	568	...	322	34	...	5
Madras and Southern Mahratta	4	...	...	252	...	86	46	...	63
Nizam's Guaranteed State	...	...	...	24	...	15	...	...	...
North Western	98	...	21	225	...	325	380	265	6
Oudh and Rohilkhand	31	...	6	111	...	41	136	121	2
South Indian	...	...	...	56	...	88	...	...	23
Bombay Port Trust	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...
Total ...	223	...	111	2,174	11	1,917	724	395	209
5' 3⅜" gauge.									
Assam-Bengal	...	...	...	...	...	145	...	...	...
Bengal and North-Western	...	32	2	190	127	3	...	...	11
Bengal-Dooars	...	...	...	3	16	6	...	...	...
Bhavnagar State	...	...	...	44	...	23	1	...	2
Bombay, Baroda and Central India ...	20	...	4	392	...	513	4	4	24
Burma	...	...	...	258	...	281	5	1	17
Dibru-Sadiya	...	...	...	6	3	...	...	...	...
Eastern Bengal	35	...	10	169	...	248	...	...	...
Gondal	...	...	...	33	...	12	...	...	2
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	...	...	...	...	50	28	...	...	...
Jamnagar	...	...	...	14	...	3	...	...	...
Jodhpur-Bikaner	20	...	8	59	...	63	...	...	...
Junagad State	...	...	...	11	...	17	...	...	2
Madras and Southern Mahratta	...	...	...	193	...	199	1	...	167
Morvi	...	...	...	28	...	10	...	...	1
Mysore Birur-Shimoga and Chickjajur-Chitaldrug	...	...	...	12	...	31	...	...	10
Rohilkund and Kumaon	3	...	...	68	29	54	...	...	2
South Indian	...	...	...	232	1	585	...	...	...
Udaipur-Chitorgarh	1	...	...	23	...	...	...	...	2
Total ...	79	32	19	1,735	226	2,221	11	5	240

DIX 16—*contd.*

railway on the 31st March 1921.

VEHICLES.—*contd.*

THIRD CLASS CARRIAGES WITH BRAKE COMPARTMENTS.				COMPOSITE FIRST AND SECOND CLASS.			COMPOSITE, FIRST, SECOND AND THIRD CLASS (FOR SERVANTS OR OTHERWISE).			Second class with Mails. (Newspaper, letter sorting.)	Composite, intermediate and third class.	Intermediate class with Mails. (Newspaper, letter sorting.)	Composite, intermediate and third with Mails. (Newspaper, letter sorting.)	Third class with Mails. (Newspaper, letter sorting.)
		Ambulance.												
6-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
...	...	...	...	47	...	42	...	...	6	...	20	3	...	11
...	...	...	...	22	4	63	...	...	14	...	...	...	...	25
...	31	...	...	38	...	34	...	...	...	...	77	6	4	6
...	30	...	...	39	...	105	...	...	...	...	155	...	8	52
...	131	...	...	55	...	44	2	...	126	22	17	3	...	30
...	...	...	...	55	...	14	...	...	23	...	12	...	...	14
...	...	...	...	11	...	4	...	...	3	...	...	...	...	4
...	...	...	...	86	...	...	...	...	241	...	273	...	...	78
...	7	10	...	34	...	5	6	...	59	...	76	...	...	31
...	8	...	...	20	...	25	...	...	19	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	207	10	...	407	4	336	8	...	491	22	630	12	12	260
...	...	...	...	...	...	28	...	...	8	...	15	...	...	22
216	233	...	...	13	18	18	...	...	...	...	84	...	...	23
...	...	...	...	1	7	...	...	...	...	...	8	...	...	4
...	1	...	...	4	...	9	...	...	...	2	...	...	...	1
...	...	...	...	37	...	75	...	...	43	...	10	3	...	40
...	21	1	13	23	...	28	...	...	44	...	...	...	...	59
...	12	...	...	...	...	...	...	...	...	...	...	...	...	1
...	2	...	...	9	33	43	...	...	...	...	75	1	2	20
...	1	...	...	2	...	6	...	...	1	2	...	...	...	1
2	...	...	...	...	10	7	...	...	1	...	...	...	...	5
...	...	...	...	2	...	2	...	...	...	...	...	...	...	1
...	10	...	...	24	...	4	...	...	12	...	...	...	...	17
...	...	...	...	...	...	5	...	...	...	1	...	...	...	1
...	...	2	...	45	...	19	...	...	16	...	10	...	...	34
...	3	...	...	5	...	...	...	...	2	3	...	...	...	1
...	13	...	...	3	...	6	...	...	...	...	...	...	...	4
...	...	...	...	8	3	6	...	...	2	...	10	...	7	1
...	106	...	...	42	...	60	...	...	36	...	...	...	...	42
...	...	...	...	4	...	...	...	...	...	...	2	...	...	1
218	402	3	13	222	71	316	...	...	167	8	214	4	9	278

APPEN

Rolling-stock under different heads on each

COACHING

Railway.	Intermediate class carriages.			Third class carriages without brake compartments.						
							Ambulance.			
	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.
18	19	20	21	22	23	24	25	26	27	28
2' 6" gauge.										
Ahmadpur-Katwa	2	...	...	12	...	...	...	...	...	...
Arakan Light	...	...	...	...	...	8	...	...	...	...
Arrah-Sasaram Light	2	...	...	14	...	...	...	...	...	...
Bankura-Damoodar River	3	...	...	15	...	...	...	...	...	...
Baraset-Basirhat Light	5	...	...	27	...	3	...	...	...	...
Barsi Light	...	...	...	...	...	32	...	...	...	...
Bengal Provincial	...	...	...	15	...	2	...	...	...	...
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Brach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State	...	...	...	...	...	86	...	...	...	...
Bukhtiarpur-Bihar Light	3	...	...	12	...	...	...	...	...	...
Burdwan-Katwa	3	...	...	13	...	...	...	...	...	...
Champaner-Shivrajpur-Pani Light... ...	...	...	...	...	...	2	...	...	...	...
Cutch State	...	...	...	...	...	1	...	...	...	...
Dehri-Rohtas Light	...	...	...	4	...	...	...	...	...	...
Dholpur-Bari	...	...	...	...	...	3	...	...	...	...
Dhond-Baramati	...	...	...	...	...	4	...	...	...	...
Eastern Bengal	2	...	...	41	...	...	...	...	8	...
Ellichpur-Yeotmal	...	...	...	...	...	19	...	...	...	...
Godhra-Lunavada	...	...	...	...	...	4	...	...	...	...
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari	...	...	3	14	...	194	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai	8	...	...	39	...	23	...	5	...	...
Jessore-Jhenidah	...	...	...	5	...	2	...	...	...	...
Kalighat-Falta	3	...	...	26	...	3	...	...	...	...
Kalka-Simla	...	...	...	4	...	17	...	...	...	...
Kolar District and Bangalore-Chik Ballapur Light	...	...	...	...	...	7	...	...	...	...
Madaya Light	...	...	...	...	...	...	...	...	...	...
Mayurbhanj	...	...	...	...	...	5	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri ...	...	...	...	10	...	18	...	...	...	...
Moryi	...	...	...	...	...	11	...	...	...	...
Nadiad-Kapadvanj	...	...	...	...	...	5	...	...	...	...
Pachora-Jamner	...	...	...	...	...	2	...	...	...	...
Parlakimedi Light	...	...	...	...	...	7	...	...	...	...
Powayan Light*	...	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included with the Ellichpur-Yeotmal Railway.						...	...	...	...
Shahdara (Delhi)-Saharanpur Light ...	3	...	...	27	...	...	...	...	6	...
Tezpore-Balipara Light	...	...	...	...	...	...	9	...	...	...
Trans-Indus (Kalabagh-Bannu)	...	...	...	6	...	28	...	15	...	...
Total ...	34	...	3	284	...	486	9	20	14	...
2' 0" gauge.										
Darjeeling-Himalayan	...	...	...	27	...	17	...	...	4	...
Gwalior Light	...	...	...	23	...	18	...	...	...	...
Howrah-Amta Light	8	...	...	79	...	13	...	...	...	...
Howrah-Sheakhala Light	3	...	...	16	...	4	...	...	...	...
Jagadhri Light	...	...	...	3	...	...	...	...	...	...
Jorhat (Provincial)	...	...	2	...	...	14	...	...	...	...
Kulasekarapatnam Light	...	...	...	1	...	17	...	...	...	...
Matheran Light	...	...	...	6	...	...	...	...	...	1
Mysore Light	...	...	...	...	...	4	...	...	...	...
Pipar-Bilara Light	...	...	...	2	...	1	...	...	...	...
Tumsar-Tirodi Light	...	...	...	...	...	...	...	...	...	...
Total ...	11	...	2	157	...	88	...	...	4	1
GRAND TOTAL ...	347	32	125	4,350	237	4,712	744	420	467	219

*Temporarily dismantled.

DIX 16.—*contd.*

railway on the 31st March 1921.

VEHICLES.—*contd.*

Third class carriages with brake compartments.			Composite, First and Second class.			Composite, first, Second and Third class (for servants or otherwise).			Second class with Mails. (Newspaper, letter sorting.)	Composite, intermediate and Third class.	Intermediate class with Mails. (Newspaper, letter sorting.)	Composite, intermediate and third with Mails. (Newspaper, letter sorting.)	Third class with Mails. (Newspaper, letter sorting.)
	Ambulance.												
Bogie.	4-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.					
29	30	31	32	33	34	35	36	37	38	39	40	41	42
			3										2
										2			2
			4							1			4
										1			1
2					4								
2			2							3			
			2										1
			3										3
					1					1			
3													
2										1			
			4							1			2
					36			2		27			
			11										
			3							2			2
1			4										
6			1		24			4		6			
3					4								2
					2								
					4				2				2
													3
			2		1					3			3
19	...	...	41	...	76	...	...	6	2	47	...	...	27
2			5		7			5					
					4					4			2
			1										
2	...	...	6	...	11	...	...	5	...	4	...	...	2
630	13	13	676	75	739	8	...	669	32	895	16	21	567

APPEN

Rolling-stock under different heads on eac h

Railway.	COACHING											
	Brake-vans with		Brake-vans fitted with Mails. (Newspaper, letter sorting.)	Composite, Mails. Newspaper, letter sorting) and other carriages.	Other composite carriages.	Military Cars.			Coed		
									Insulated.		
	Intermediate class.	Third class.				4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
43	44	45	46	47	48	49	50	51	52	53	54
5′ 6″ gauge.											
Bengal-Nagpur	7	58	...	14	11	...	...	...	...	...	...
Bombay, Baroda and Central India	...	54	...	...	10	...	...	15	...	...	...
Eastern Bengal	18	20	...	2	42	...	...	...	4	...	...
East Indian	18	117	...	...	39	...	...	...	...	...	...
Great Indian Peninsula	...	...	12	23	15	...	...	30	...	...	...
Madras and Southern Mahratta	...	91	...	...	25	...	...	...	...	...	...
Nizam's Guaranteed State	...	9	...	...	1	...	...	...	...	...	...
North Western	...	118	7	...	35	...	...	16	54	...	...
Oudh and Rohilkhand	...	10	...	4	9	...	...	...	...	...	...
South Indian	...	29	3	...	6	...	...	...	...	...	...
Bombay Port Trust	...	...	...	...	...	...	...	...	...	...	...
Calcutta Port Commissioners'	...	...	...	...	...	...	...	...	...	...	...
Total ...	43	506	22	43	193	...	...	111	58	...	...
3′ 3⅜″ gauge.											
Assam-Bengal	108	...	...	...	45	...	...	...	...	...	...
Bengal and North-Western	...	...	...	...	1	...	...	...	...	...	...
Bengal Doears	...	...	...	...	1	...	...	...	...	...	...
Bhavnagar State	...	...	...	...	1	...	...	...	...	...	...
Bombay, Baroda and Central India ...	...	101	...	...	8	...	...	...	...	...	...
Burma	...	84	...	...	34	...	...	...	...	...	...
Dibru-Sadiya	...	...	...	...	12	...	...	...	...	...	...
Eastern Bengal	2	32	...	2	27	...	...	...	...	...	...
Gondal	...	3	...	3	...	...	...	...	...	...	...
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	...	10	...	...	6	...	...	...	...	...	...
Jamnagar	...	...	...	...	...	...	...	...	...	...	...
Jodhpur-Bikaner	...	...	...	...	13	...	...	...	...	...	...
Junagad State	...	5	...	...	...	...	...	...	...	...	...
Madras and Southern Mahratta	...	273	...	...	8	...	...	...	...	...	...
Morvi	...	...	...	...	...	...	...	...	...	...	...
Mysore-Birur-Shimoga and Chickjajur-Chitaldrug.	...	10	...	...	...	...	...	...	...	...	...
Rohilkund and Kumaon	...	6	10	...	4	...	...	...	...	...	...
South Indian	...	110	...	...	28	...	...	...	...	...	...
Udaipur-Chitorgarh	...	...	...	...	...	...	...	...	...	...	...
Total ...	110	634	10	5	188	...	...	...	...	...	...

DIX 16—*contd.*

railway on the 31st March 1921.

VEHICLES—*concld.*											LOWER CLASS CARRIAGE PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.			
CARS.														
Refrigerator.			Brake vans (used exclusively on passenger service).	Mails. (Newspaper, letter sorting).	Prison vans.	Carriage and Motor vans.	Horse vans.	Luggage vans.	Miscellaneous.	Total coaching vehicles.	Intermediate class.	Third class.	Composites containing intermediate or third class accommodation.	Total.
4-wheeled.	6-wheeled.	Bogie.												
55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
...	...	...	32	...	...	55	36	33	2	1,114	50	361	106	517
2	...	...	64	...	...	24	31	100	...	947	...	345	82	427
...	...	...	23	1	...	19	22	55	111	904	12	138	99	249
6	...	...	161	13	...	69	100	81	172	2,389	84	443	317	844
...	...	...	178	6	5	70	127	123	72	2,429	2	550	347	899
...	...	...	...	...	...	27	27	47	...	881	4	307	114	425
...	...	...	16	...	...	10	15	1	5	164	...	39	14	53
...	...	...	358	...	23	73	160	104	87	3,289	119	1,201	773	2,093
...	...	...	157	...	...	6	80	21	30	1,110	37	394	188	619
...	...	...	...	4	...	13	18	13	1	364	...	112	49	161
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	...	...	989	24	28	366	616	578	480	13,591	308	3,890	2,089	6,287
...	...	...	...	...	...	11	20	14	7	477	...	125	181	306
...	...	...	...	...	...	5	30	1	...	1,104	34	227	93	354
...	...	...	...	...	...	...	1	6	...	60	...	6	8	14
...	...	...	14	...	...	4	5	...	...	128	...	56	...	56
...	...	...	17	...	2	39	83	23	4	1,589	24	632	186	842
1	...	...	...	...	3	13	37	16	86	1,134	...	396	143	539
...	...	...	8	...	...	...	7	...	...	51	...	17	12	29
...	...	...	46	2	...	15	32	87	97	1,055	35	386	149	570
...	...	...	7	...	...	3	2	...	...	102	...	43	4	47
...	...	...	19	...	...	2	12	...	...	185	...	77	18	95
...	...	...	4	...	...	...	1	...	...	32	...	7	1	8
...	...	...	6	...	...	5	15	2	6	300	23	132	42	197
...	...	...	3	...	...	2	3	...	...	70	...	23	2	25
...	...	...	...	...	6	27	44	25	9	1,207	...	452	228	680
...	...	...	5	...	...	1	4	1	...	74	...	42	...	42
...	...	...	...	...	...	4	4	5	...	111	...	66	16	82
...	...	...	...	...	...	...	12	...	3	251	...	56	30	86
...	...	...	58	...	...	8	24	13	43	1,502	...	472	73	545
...	...	...	...	...	...	...	1	...	...	37	1	25	2	28
1	...	...	187	2	11	139	337	193	260	9,469	117	3,240	1,188	4,545

APPEN

Rolling-stock under different heads on each

Railway.	COACHING											
	Brake vans with		Brake-vans fitted with Mails. (Newspaper, letter sorting) and other carriages.	Composite Mails. (Newspaper, letter sorting) and other carriages.	Other composite carriages.	Military Cars.			Cold Storage		
									Insulated.		
	Intermediate class.	Third class.				4-wheeled.	6-wheeled.	Bogie.	4-wheeled.	6-wheeled.	Bogie.
43	44	45	46	47	48	49	50	51	52	53	54
2' 6" gauge.											
Ahmadpur-Katwa	...	...	...	...	...	...	...	...	...	...	...
Arakan Light	...	...	...	...	2	...	...	...	...	...	...
Arrah-Sasaram Light	...	...	...	...	...	...	...	...	...	...	...
Bankura-Damoodar River	...	...	...	...	...	...	...	...	...	...	...
Baraset-Basirhat Light	...	3	...	...	1	...	...	...	...	...	...
Barsi Light	...	...	4	...	6	...	...	...	...	...	...
Bengal Provincial	2	...	...	...	2	...	...	...	...	...	...
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State	...	5	...	...	13	...	...	...	...	...	...
Bukhtiarpur-Bihar Light	...	...	...	...	...	...	...	...	...	...	...
Burdwan-Katwa	...	...	...	...	...	...	...	...	...	...	...
Champaner-Shivrajpur-Pani Light... ...	...	...	...	...	2	...	...	...	...	...	...
Cutch State	...	...	...	...	1	...	...	...	...	...	...
Dehri-Rohtas Light	...	3	...	...	...	...	...	...	...	...	...
Dholpur-Bari	...	...	...	...	2	...	...	...	...	...	...
Dhond-Baramati	...	...	...	...	1	...	...	...	...	...	...
Eastern Bengal	2	...	...	...	5	...	...	...	...	...	...
Ellichpur-Yeotmal	...	...	...	5	7	...	...	...	...	...	...
Godhra-Lunavada	...	...	...	...	2	...	...	...	...	...	...
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari	...	40	...	11	6	...	...	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai	...	...	9	...	...	...	...	...	...	...	...
Jessore-Jhenidah	3	1	...	...	1	...	...	...	...	...	...
Kalighat-Falta	...	...	...	...	1	...	...	...	...	...	...
Kalka-Simla	...	...	...	11	...	...	...	...	6	...	...
Kolar District and Bangalore-Chik Ballapur Light	...	2	...	...	...	...	...	...	...	...	...
Madaya Light	...	...	...	...	...	...	...	...	...	...	...
Mayurbhanj	...	...	2	...	2	...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri ...	...	11	...	...	6	...	...	...	...	...	...
Morvi	...	...	...	...	2	...	...	...	...	...	...
Nadiad-Kapadvanj	...	...	...	...	2	...	...	...	...	...	...
Pachora-Jamner	...	...	...	...	1	...	...	...	...	...	...
Parlakimedi Light	...	...	...	...	1	...	...	...	...	...	...
Powayan Light *	...	...	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included	with the	Ellichpur	-Yeot	mal R	ailway.	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light ...	...	...	...	...	...	...	...	...	...	...	...
Tezpore-Balipara Light	...	...	...	...	5	...	...	...	...	...	...
Trans-Indus (Kalabagh-Bannu)	...	4	...	...	8	...	...	...	6	...	...
Total ...	7	69	15	27	79	...	...	...	12	...	...
2' 0" gauge.											
Darjeeling-Himalayan	...	2	1	8	10	...	...	...	...	...	...
Gwalior Light	...	17	...	...	4	...	...	...	...	...	...
Howrah-Amta Light	2	...	...	...	8	...	...	...	...	...	...
Howrah-Sheakhala Light	1	1	...	...	5	...	...	...	...	...	...
Jagadhri Light	...	...	...	...	1	...	...	...	...	...	...
Jorhat (Provincial)	...	...	...	...	1	...	...	...	...	...	...
Kulasekarapatnam Light	...	...	...	...	...	...	...	...	...	...	...
Matheran Light	2	...	...	...	2	...	...	...	...	...	...
Mysore Light	...	...	...	...	...	...	...	...	...	...	...
Pipar-Bilara Light	...	...	...	...	2	...	...	...	...	...	...
Tumsar-Tirodi Light	...	...	...	...	...	...	...	...	...	...	...
Total ...	5	20	1	8	33	...	...	...	...	...	...
GRAND TOTAL ...	165	1,229	48	83	493	...	...	111	70	...	...

*Temporarily dismantled.

DIX 16—*contd.*

railway on the 31st March 1921.

VEHICLES—*concld.*											LOWER CLASS CARRIAGES PROVIDED WITH LATRINE ACCOMMODATION FOR PASSENGERS.			
CABS.			Brake-vans (used exclusively on passenger service.)	Mails. (Newspaper, letter sorting.)	Prison vans.	Carriage and Motor vans.	Horse vans.	Luggage vans.	Miscellaneous.	Total coaching vehicles.	Intermediate class.	Third class.	Composites containing intermediate or third class accommodation.	Total.
Refrigerator.														
4-wheeled.	6-wheeled.	Bogie.												
55	56	57	58	59	60	61	62	63	64	65	66	67	68	69
...	...	...	...	...	...	...	...	...	...	19	...	...	...	...
...	...	...	...	...	...	...	...	...	...	10	...	...	...	...
...	...	...	...	...	...	...	...	...	...	23	...	...	...	...
...	...	...	...	...	...	...	...	...	...	27	...	...	...	...
...	...	...	...	...	...	...	...	...	...	45	3	3	...	6
...	...	...	...	...	...	...	...	...	...	49	...	7	...	7
...	...	...	2	...	...	...	...	...	...	31	...	...	...	...
...	...	...	...	...	...	...	2	...	1	123	...	...	...	...
...	...	...	...	...	...	...	...	...	...	19	...	...	...	...
...	...	...	...	...	...	...	...	...	...	22	...	...	...	...
...	...	...	...	...	...	...	...	...	...	4	...	2	2	4
...	...	...	...	...	...	...	...	...	...	7	...	3	...	3
...	...	...	...	...	...	...	...	...	...	10	...	...	...	...
...	...	...	...	...	...	...	...	...	...	8	...	5	2	7
...	...	...	...	...	...	...	...	...	...	5	...	4	1	5
...	...	...	...	...	...	...	...	...	1	71	...	...	...	...
...	...	...	...	...	...	1	1	...	...	84	...	19	12	31
...	...	...	...	...	...	...	...	...	...	6	...	4	2	6
...	...	...	...	...	...	...	6	...	...	363	3	162	35	200
...	...	...	2	...	...	...	...	...	...	105	4	...	...	4
...	...	...	...	...	...	...	...	...	2	21	...	...	...	...
...	...	...	...	...	...	...	...	...	...	38	...	...	...	...
...	...	...	...	4	...	...	...	6	...	97	...	23	17	40
...	...	...	...	...	...	...	...	...	...	20	...	3	2	5
...	...	...	...	...	...	...	...	...	...	12	...	...	...	...
...	...	...	...	...	...	...	...	...	...	11	...	...	...	...
...	...	...	...	...	...	...	...	...	...	35	...	8	10	18
...	...	...	3	...	...	...	2	...	...	42	...	6	4	10
...	...	...	...	...	...	...	...	...	...	7	...	5	2	7
...	...	...	...	...	...	...	...	...	...	3	...	2	1	3
...	...	...	3	...	...	...	...	...	...	12	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	48	3	...	...	3
...	...	...	...	...	...	...	...	...	...	14	...	...	...	...
...	...	...	3	...	...	...	3	...	...	84	...	43	18	61
...	...	...	13	4	...	1	14	6	4	1,420	13	299	108	420
...	...	...	...	...	...	...	...	4	13	138	...	8	...	8
...	...	...	...	...	...	4	2	1	1	87	...	5	5	10
...	...	...	...	...	...	...	...	...	...	111	...	9	...	9
...	...	...	...	...	...	...	...	...	...	30	...	4	...	4
...	...	...	...	...	...	...	...	...	...	4	...	...	...	...
...	...	...	...	...	...	...	...	4	...	34	...	...	...	...
...	...	...	...	...	...	...	...	...	...	18	...	...	...	...
...	...	...	...	...	...	...	...	...	...	39	...	...	...	...
...	...	...	...	...	...	...	...	...	...	4	...	...	...	...
...	...	...	...	...	...	...	...	...	...	5	...	...	...	...
...	...	...	...	...	...	...	...	...	1	1	...	...	...	...
...	...	...	...	...	...	4	2	9	15	471	...	26	5	31
9	...	...	1,189	30	39	510	969	786	759	24,951	488	7,455	3,390	11,283

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled, eight-wheeled, etc., wagons in use on Indian railways

Railway.	GOODS							
	Covered goods wagons, 4-wheeled.		Covered goods wagons, bogie.		Cattle Wagons.		High-sided Wagons, 4-wheeled.	
	Ordinary.	Military.	Ordinary.	Military.	4-wheeled.	Bogie.	Ordinary.	Military.
70	71	72	73	74	75	76	77	78
5′ 6″ gauge.								
Bengal-Nagpur	5,242	1,574	...	...	30	...	8,147	556
Bombay, Baroda and Central India	4,473	1,209	...	...	...	...	1,188	597
Eastern Bengal	4,664	2,297	...	...	1	...	249	8
East Indian	15,020	7,016	...	...	25	...	8,185	...
Great Indian Peninsula	7,184	...	473	...	4,519	...	2,294	2,065
Madras and Southern Mahratta	2,475	794	...	...	1	...	1,167	...
Nizam's Guaranteed State	103	510	...	...	...	...	147	1,049
North Western	15,356	6,931	...	612	...	...	2,658	...
Oudh and Rohilkhand	4,038	3,539	...	...	...	...	180	...
South Indian	614	356	...	...	...	...	448	...
Bombay Port Trust	222	...	...	...	...	...	11	...
Calcutta Port Commissioners'	999	...	...	...	...	...	180	...
Total ...	60,390	24,226	473	612	4,576	...	24,854	4,275
3′ 3¾″ gauge.								
Assam-Bengal	3,485	...	100	...	4	...	168	...
Bengal and North-Western	5,785	1,544	196	...	...	...	...	...
Bengal Dooars	361	...	...	...	...	...	...	...
Bhavnagar State	82	96	...	...	3	...	12	...
Bombay, Baroda and Central India ...	3,352	2,234	474	...	111	...	203	...
Burma	4,515	...	468	82	297	14	31	...
Dibru-Sadiya	332	...	...	...	...	...	773	...
Eastern Bengal	1,946	382	1,445	...	...	...	...	...
Gondal	98	36	...	...	2	...	9	...
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	388	237	...	...	...	...	244	37
Jamnagar	40	...	...	...	...	...	...	...
Jodhpur-Bikaner	1,837	50	4	...	33	...	...	...
Junagad State	72	...	...	...	2	...	4	...
Madras and Southern Mahratta	4,659	220	127	...	...	...	133	...
Morvi	29	...	...	...	2	...	70	...
Mysore Birur-Shimoga and Chickjajur-Chitaldrug...	182	...	17	...	1	...	60	...
Rohilkund and Kumaon	1,599	247	...	...	...	...	...	...
South Indian	1,204	270	1,099	...	...	...	578	...
Udaipur-Chitorgarh	33	8	...	...	...	...	...	...
Total ...	29,999	5,274	3,930	82	455	14	2,285	37

DIX 16—*contd.*

railway on the 31st March 1921.

have been included with four-wheeled wagons.]

VEHICLES.

High-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Low-sided wagons, Bogie.		Wagons for explosives.		Timber or Rail Wagons.		Ballast Wagons.	
Ordinary.	Military.	Ordinary.	Military.	Ordinary.	Military.	4-wheeled.	Bogie.	4-wheeled.	Bogie.	4 wheeled.	Bogie.
79	80	81	82	83	84	85	86	87	88	89	90
251	...	178	17	...	...	6	...	344	240	139	...
...	...	26	*178	...	195	14	...	2	...	693	...
...	...	461	409	...	...	5	...	66	10	158	...
...	...	2,149	1,525	...	...	31	...	...	200	589	...
221	...	25	...	...	...	34	...	220	63	406	81
...	...	...	209	...	...	21	...	129	...	95	...
...	...	...	...	...	...	...	...	11	...	93	10
70	...	1,368	695	...	242	87	...	330	210	385	...
...	...	...	257	...	...	8	...	147	2	131	...
...	...	...	...	...	...	13	...	222	...	58	...
...	...	307	...	...	...	...	...	6	...	...	...
...	...	276	...	...	...	...	...	4	...	5	...
542	...	4,790	3,290	...	437	219	...	1,481	725	2,752	91
55	...	423	...	...	...	3	...	...	104	170	...
...	...	†618	25	...	28	1	...	267	25	...	...
...	...	48	...	...	...	...	...	32	...	...	...
...	...	237	...	11	...	2	...	8	2	40	...
441	...	50	329	10	581	34	...	22	25	372	...
4	...	288	...	...	...	12	...	300	212	1,130	258
...	...	42	...	...	...	...	...	50	22	...	...
2	...	509	158	...	...	2	...	350	...	50	100
...	...	198	...	7	...	1	...	6	3	25	...
...	2	...	...	...	...	...	...	20	...	84	26
...	...	40	...	...	...	...	...	...	...	...	...
...	...	138	...	166	...	4	...	...	...	...	...
...	...	137	...	2	...	2	...	2	1	7	...
53	...	37	138	...	...	13	...	154	...	138	...
15	...	2	...	...	...	1	...	...	...	...	...
...	...	38	...	...	...	2	...	26	5	...	...
...	...	249	...	...	...	2	...	76	...	...	...
214	...	...	...	33	...	7	2	53	66	568	63
...	...	10	...	...	...	...	...	...	...	...	...
784	2	3,064	650	229	609	83	2	1,366	465	2,584	447

* These are medium sided wagons, 4-wheeled.
† Includes 150 5' 6" gauge coal wagons purchased from, and kept for use on, the East Indian railway.

APPEN

Rolling-stock under different heads on each

[In this statement the few six-wheeled, eight-wheeled, etc., wagons in use on Indian railways

Railway.	GOODS							
	COVERED GOODS WAGONS, 4-WHEELED.		COVERED GOODS WAGONS, BOGIE.		CATTLE WAGONS.		HIGH-SIDED WAGONS, 4-WHEELED.	
	Ordinary.	Military.	Ordinary.	Military.	4-wheeled.	Bogie.	Ordinary.	Military
70	71	72	73	74	75	76	77	78
2' 6" gauge.								
Ahmadpur-Katwa	6	...	...	...	...	...	...	...
Arakan Light	...	...	2	...	...	...	...	...
Arrah-Sasaram Light	27	...	...	...	...	...	...	...
Bankura-Damoodar River	35	...	...	...	...	...	...	...
Baraset-Basirhat Light	6	...	...	...	...	...	39	...
Barsi Light	...	...	127	...	...	...	...	...
Bengal Provincial	23	...	2	...	...	...	41	...
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Broach-Jambusar, Gaekwar's-Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State	217	...	...	...	...	...	...	...
Bukhtiarpur-Bihar Light	18	...	...	...		...	34	...
Burdwan-Katwa	25	...	...	...	...	...	...	...
Champaner-Shivrajpur-Pani Light	...	...	5	...	...	...	1	...
Cutch State	...	...	5	...	...	...	15	...
Dehri-Rohtas Light	37	...	...	...	...	...	...	...
Dholpur-Bari	...	...	8	...	...	...	10	...
Dhond-Baramati	...	...	9	...	...	...	...	...
Eastern Bengal	69	...	...	...	...	...	...	...
Ellichpur-Yeotmal	...	...	90	...	...	...	...	...
Godhra-Lunavada	...	...	8	...	...	...	...	...
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari	20	...	236	410	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai	108	...	49	...	...	...	39	...
Jessore-Jhenidah	26	...	...	...	...	...	4	...
Kalighat-Falta	30	...	...	...	...	...	...	...
Kalka-Simla	23	...	49	...	...	...	...	...
Kolar District and Bangalore-Chik Ballapur Light	19	...	10	...	...	...	6	...
Madaya Light	20	...	...	...	5	...	...	...
Mayurbhanj	2	...	6	...	...	...	...	...
Morappur Hosur and Tirupattur-Krishnagiri	...	...	30	...	...	...	...	...
Morvi	4	...	8	...	...	...	...	...
Nadiad-Kapadvanj	...	...	12	...	...	...	...	...
Pachora-Jamner	...	...	10	...	...	...	...	...
Parlakimedi Light	...	...	4	...	...	...	...	...
Powayan Light*	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included	with the	Ellichpur-	Yeotmal	Railway.	...	...	...
Shahdara (Delhi)-Saharanpur Light	168	...	...	...	...	...	...	...
Tezpore-Balipara Light	46	...	...	...	...	...	30	...
Trans-Indus (Kalabagh-Bannu)	24	...	133	11	...	...	...	...
Total	913	...	803	421	5	...	219	...
2' 0" gauge.								
Darjeeling-Himalayan	231	...	57	...	...	4	...	...
Gwalior Light	178	...	59	...	...	...	62	...
Howrah-Amta Light	14	...	...	...	...	...	49	...
Howrah-Sheakhala Light	9	...	...	...	...	...	4	...
Jagadhri Light	1	...	...	...	...	...	...	...
Jorhat (Provincial)	...	...	55	...	...	...	...	...
Kulasekarapatnam Light	...	...	...	...	...	...	...	...
Matheran Light	8	...	...	...	...	...	15	...
Mysore Light	...	...	...	...	...	...	...	...
Pipar-Bilara Light	1	...	...	...	...	...	...	...
Tumsar-Tirodi Light	...	...	...	...	...	...	...	...
Total	462	...	171	...	...	4	130	...
GRAND TOTAL	91,804	29,500	5,377	1,115	5,036	18	27,488	4,312

* Temporarily dismantled.

DIX 16—*contd.*

railway on the 31st March 1921.

have been included with four-wheeled wagons.]

VEHICLES.

High-sided wagons, bogie.		Low-sided wagons, 4-wheeled.		Low-sided wagons, bogie.		Wagons for explosives.		Timber or Rail wagons.		Ballast-wagons.	
Ordinary.	Military.	Ordinary.	Military.	Ordinary.	Military.	4-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	Bogie.
79	80	81	82	83	84	85	86	87	88	89	90
		8						8			
				6							
		20									
		35							2		
7				49							
		*120		*285		1					
4		12									
		11									
10		64				1					
				12							
		60		12							
5		55									
6											
		18									
26										25	
7		9				1					
165		30		543			2		43		
23		2				2		7			
		8						2			
		15									
45		1				1		4			
3		13						2			
								4		6	
		1		10							
48											
9		38									
12						1					
		2		12					2		
		36						2			
2		7						5			
49		27						6			
421	...	592	...	929	...	7	2	40	47	31	...
18		98						9			
16				2						21	
10		4									
		6									
23				7				4			
								22	8		
4		2		1							
		400									
71	...	510	...	10	...	...	...	85	...	21	...
1,818	2	8,956	8,940	1,168	1,046	312	4	2,922	1,237	5,388	538

* These are open wagons.

APPEN

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES.—*concld.*							
	Brake-vans (used indiscriminately on passenger, goods or mixed service).		Oil tank wagons.		Travelling banks.		Miscellaneous wagons.	
	4-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	Bogie.
91	92	93	94	95	96	97	98	99
5' 6" gauge.								
Bengal-Nagpur	315	...	140	...	27	...	114	4
Bombay, Baroda and Central India	253	...	40	...	18	...	1,092	2
Eastern Bengal	146	...	71	...	12	...	109	46
East Indian	959	...	190	...	30	4	942	9
Great Indian Peninsula	885	1	100	7	83	4	159	15
Madras and Southern Mahratta	222	...	68	...	16	...	71	1
Nizam's Guaranteed State	39	...	...	...	2	...	20	...
North Western	549	...	168	...	68	...	166	13
Oudh and Rohilkhand	87	...	14	...	22	...	58	2
South Indian	70	...	7	...	4	...	11	...
Bombay Port Trust	1	...	1	...	...	...	2	...
Calcutta Port Commissioners'	1	...	...	...	4	...	89	...
Total ...	3,527	1	799	7	288	8	2,833	92
3' 3¾" gauge.								
Assam-Bengal	12	...	28	...	11	5	52	...
Bengal and North-Western	279	...	15	...	20	...	9	...
Bengal Dooars	16	...	...	...	3	...	1	...
Bhavnagar State	8	...	...	1	...	1	7	...
Bombay, Baroda and Central India	273	...	27	...	17	2	143	...
Burma	172	...	6	23	35	1	138	14
Dibru-Sadiya	16	...	...	6	1	1	...	...
Eastern Bengal	94	...	24	...	15	...	47	1
Gondal	6	...	1	...	1	...	55	...
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	33	...	...	2	3	...	18	...
Jamnagar	...	...	...	...	...	...	...	...
Jodhpur-Bikaner	72	...	6	2	...	...	47	...
Junagad State	3	...	...	...	...	1	...	...
Madras and Southern Mahratta	104	...	12	33	22	...	735	178
Morvi	2	...	...	...	1	...	...	...
Mysore Birur-Shimoga and Chickjajur-Chitaldrug	5	...	...	...	6	...	1	4
Rohilkund and Kumaon	50	...	...	...	12	...	19	...
South Indian	155	...	55	8	11	...	81	...
Udaipur-Chitorgarh	5	...	...	...	...	...	...	...
Total ...	1,307	...	174	75	158	11	1,353	197

DIX 16.—*contd.*

railway on the 31st March 1921.

concld.	MOTOR CARS.						
	Rail Motors.			Road Motors.			
Total goods vehicles.	Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's for passengers or goods).	Motor Vans (for parcels and goods).	Total.
100	101	102	103	104	105	106	107
17,324	...	...	3	1	...	...	4
9,980	...	...	2	2	...	6	10
8,712	...	...	4	1	...	3	8
36,874	...	5	17	1	...	5	28
18,839	...	1	8	1	...	*10	20
5,269	...	2	2	1	...	...	5
1,984	...	...	...	...	...	...	...
29,908	...	1	15	3	...	5	24
8,485	...	...	5	...	...	2	7
1,803	...	...	...	...	...	...	...
550	...	...	...	...	...	...	...
1,558	...	...	...	...	...	...	...
141,286	...	9	56	10	...	31	106
4,620	...	...	...	...	...	...	...
8,812	...	...	...	...	...	...	...
461	...	...	...	...	...	...	...
510	1	...	2	...	...	...	3
8,700	...	...	...	...	...	...	...
8,000	†3	...	2	...	...	1	6
1,243	...	...	...	...	...	...	...
5,075	...	...	1	...	...	...	1
450	...	...	1	...	...	...	1
1,094	...	...	...	...	...	...	...
80	...	...	1	1	...	...	2
2,359	...	...	...	...	...	...	...
233	...	...	1	...	...	...	1
6,756	...	...	...	...	...	...	...
122	...	...	...	...	...	...	...
347	...	...	...	...	...	...	...
2,254	...	...	...	24	...	6	30
4,467	...	2	1	...	...	...	3
56	...	...	...	...	...	...	1
55,689	4	2	10	25	...	7	48

* Includes two steam lorries and three motor lorries used for Loco. and Stores Departments.

†There are four engines and three trailers.

APPEN

Rolling-stock under different heads on each

Railway.	GOODS VEHICLES—*concld.*							
	Brake-vans (used indiscriminately on passenger, goods or mixed service).		Oil tank wagons.		Travelling cranes.		Miscellaneous wagons.	
	4-wheeled.	Bogie.	4-wheeled.	Bogie.	4-wheeled.	ogie.	4-wheeled.	Bogie.
91	92	93	94	95	96	97	98	99
2′ 6″ gauge.								
Ahmadpur-Katwa	4	...	...	...	...	...	...	...
Arakan Light	...	...	...	...	...	...	...	...
Arrah-Sasaram Light	4	...	...	...	...	...	...	...
Bankura-Damoodar River	6	...	...	...	...	...	...	...
Baraset-Basirhat Light	3	...	...	...	...	1	...	6
Barsi Light *	...	...	...	2	...	...	...	...
Bengal Provincial	...	...	...	...	...	...	3	...
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	21	...	...	...	...	...		
Bukhtiarpur-Bihar Light	3	...	...	...	...	...	...	...
Burdwan-Katwa	4	...	...	...	...	...	...	...
Champaner-Shivrajpur-Pani Light	4	...	...	...	...	...	...	6
Cutch State	2	...	...	...	...	...	...	...
Dehri-Rohtas Light	...	...	...	...	...	...	...	...
Dholpur-Bari	3	...	...	...	...	...	...	...
Dhond-Baramati	...	...	...	...	...	...	2	...
Eastern Bengal	2	...	...	...	...	...	6	...
Ellichpur-Yeotmal	4	...	...	...	...	...	2	...
Godhra-Lunavada	2	...	...	...	...	...	...	1
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari.	30	...	...	6	5	...	...	14
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	14	...	...	...	...	...	121	7
Jessore-Jhenidah	1	...	...	...	...	...	2	...
Kalighat-Falta	8	...	...	...	...	...	...	...
Kalka-Simla	21	...	...	...	1	...	1	...
Kolar District and Bangalore-Chik Ballapur Light	2	...	...	...	2	...	...	...
Madaya Light...	4	...	...	...	...	...	11	...
Morappur-Hosur and Tirupattur-Krishnagiri	...	...	...	...	...	...	...	...
Morvi	2	...	...	...	1	...	...	...
Mayurbhanj	...	...	...	...	...	...	1	...
Nadiad-Kapadvanj	2	...	...	...	...	...	...	...
Pachora-Jamner	1	...	...	...	...	...	...	...
Parlakimedi Light	...	...	...	...	...	...	...	...
Powayan Light *	...	...	...	...	...	...	...	...
Pulgaon Arvi	Included with the Ellichpur-Yeotmal Railway						...	...
Shahdara (Delhi)-Saharanpur Light	3	...	...	...	...	...	...	...
Tezpore-Balipara Light	...	3	...	...	...	...	...	...
Trans-Indus (Kalabagh-Bannu)	12	...	...	...	...	...	24	5
Total	162	3	...	8	9	1	173	39
2′ 0″ gauge.								
Darjeeling-Himalayan	...	...	...	...	...	...	...	7
Gwalior Light...	...	...	...	...	...	...	...	1
Howrah-Amta Light	13	...	...	...	...	...	...	...
Howrah-Sheakhala Light	1	...	...	...	...	...	...	...
Jagadhri Light	1	...	...	...	...	...	...	...
Jorhat (Provincial)	...	...	1	...	1	...	18	...
Kulasekarapatnam Light	...	...	...	...	...	...	36	...
Matheran Light	...	...	...	...	1	...	2	...
Pipar-Bilara Light	1	...	...	...	...	...	1	...
Mysore Light	...	...	...	...	2	...	12	...
Tumsar-Tirodi Light	...	...	...	...	...	...	...	...
Total	16	...	1	...	4	...	69	8
GRAND TOTAL	5,012	4	974	90	457	20	4,428	336

* Temporarily dismantled.

DIX 16.—*concld.*

railway on the 31st March 1921.

	MOTOR CARS.						
	Rail Motors.			Road Motors.			
Total goods vehicles.	Motor engines, with or without detachable trailers (for passengers or goods).	Motor coaches, self-propelled (for passengers).	Motor Inspection Trollies (for engineers).	Motor cars (for passengers).	Motor Trains (*e.g.*, Renard's for passengers or goods).	Motor Vans (for parcels and goods).	Total.
100	101	102	103	104	105	106	107
26	...	...	...	...	...	...	...
8	...	...	...	...	...	...	...
51	...	...	1	...	...	...	1
78	...	...	1	...	...	...	1
48	...	...	...	...	...	...	...
192	...	...	3	2	...	...	5
66	...	...	...	...	...	...	...
647	...	...	1	...	...	...	1
71	...	...	...	...	...	...	...
40	...	...	1	...	...	...	1
91	...	...	...	...	...	...	...
34	...	...	1	...	...	...	1
109	...	...	...	...	...	...	...
81	...	...	1	...	...	...	1
17	...	...	...	...	...	...	...
95	...	...	...	...	...	...	...
147	...	...	...	...	...	...	...
28	...	...	...	...	...	...	...
1,504	...	...	1	...	...	...	1
372	...	...	1	...	...	...	1
43	...	...	...	...	...	...	...
53	...	...	...	...	...	...	...
146	...	3	1	...	...	...	4
57	...	...	...	...	...	...	...
50	...	...	...	...	...	...	...
78	...	...	1	...	...	...	1
62	...	...	...	...	...	...	...
20	...	...	...	...	...	...	...
27	...	...	...	...	...	...	...
13	...	...	...	...	...	...	...
18	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
209	...	...	1	...	...	...	1
93	...	2	...	...	...	...	2
291	...	...	2	...	...	...	2
4,865	...	5	16	2	...	...	23
444	...	1	...	...	...	...	1
339	2	1	2	...	...	...	5
90	...	...	...	...	...	...	...
14	...	...	...	...	...	...	...
8	...	...	...	...	...	...	...
109	...	...	...	...	...	...	...
36	7	...	...	...	...	...	7
26	...	1	...	...	...	...	1
10	...	...	...	...	...	...	...
36	...	...	...	...	...	...	...
400	...	...	...	...	...	...	...
1,512	9	3	2	...	...	...	14
203,302	18	19	84	37	...	38	191

APPEN

Number of, outlay on, and work done by, rolling-stock

ENGI

Railway.	Number at close of 1919-20. *	Number added in 1920-21.	Total No. of locomotives on the 31st March 1921.	Number of all classes per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc. tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Train mileage per engine *per annum*.
1	2	3	4	5	6	7	8
5' 6" gauge.							
Bengal-Nagpur	516	44	560	0·30	25,010	69	18,750
Bombay, Baroda and Central India ...	361	16	377	0·31	26,349	72	21,400
Eastern Bengal	312	—17	295	0·48	23,359	64	15,831
East Indian	1,257	38	1,295	0·47	29,559	81	20,763
Great Indian Peninsula	1,235	28	1,263	0·40	21,841	60	18,083
Madras and Southern Mahratta	271	21	292	0·27	21,952	60	18,024
Nizam's Guaranteed State	781	5	86	0·24	19,966	55	16,639
North Western	1,454	96	1,550	0·30	†16,419	†45	†12,144
Oudh and Rohilkhand	276	11	287	0·18	20,499	56	18,281
South Indian	142	1	143	0·25	19,406	53	16,930
Total ...	5,905	243	6,148	...	...	...	...
3' 3¾" gauge.							
Assam-Bengal	144	...	142	0·14	22,840	63	18,153
Bengal and North-Western	326	2	328	0·15	22,438	61	18,039
Bengal Dooars	16	...	16	0·10	21,557	59	19,550
Bhavnagar State	23	...	23	0·11	25,158	69	19,769
Bombay, Baroda and Central India ...	584	12	596	‡0·22	‡22,079	‡60	‡18,960
Burma	320	...	320	0·20	25,365	69	20,180
Dibru-Sadiya	27	3	30	0·33	14,474	40	6,172
Eastern Bengal	239	25	264	0·24	18,858	52	13,936
Gondal	19	3	22	0·10	28,751	79	24,636
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	63	15	78	0·14	19,801	54	16,829
Jamnagar	6	...	6	0·11	16,600	45	13,236
Jodhpur-Bikaner	104	—1	103	0·08	25,523	70	22,857
Junagad State	13	...	13	0·09	20,795	57	18,016
Madras and Southern Mahratta	307	24	331	0·17	23,457	64	20,319
Morvi	12	2	14	0·19	15,707	43	15,367
Mysore, Birur-Shimoga and Chickjajur-Chitaldrug	23	1	24	0·09	23,118	63	21,786
Rohilkund and Kumaon	62	11	73	0·13	19,197	53	14,589
South Indian	315	19	334	0·26	21,964	60	19,279
Udaipur-Chitorgarh	4	...	4	0·06	20,350	61	18,809
Total ...	2,607	116	2,723	...	...	...	...

*Figures have been revised in cases where they do not agree with those given in the previous year's report.
† The calculations have been arrived at without taking into account one steam crane tank.
‡ The calculations have been arrived at without taking into account 70 auxiliary water tanks used for locomotive purposes only.

DIX 17.

during the financial year 1920-21 (except where otherwise stated).

NES.

Train mileage per engine *per diem*.	Total shunting mileage.	Percentage of total shunting mileage to total train mileage.	Total light mileage.	Percentage of total light mileage to total train mileage.	Ton-mileage hauled per engine, in thousands of tons.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees on 31st March 1921.	Total value per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.
9	10	11	12	13	14	15	16	17
51	3,301,539	31·61	828,483	7·93	10,347	9·12	4,14,56	21,929
59	1,799,155	22·00	214,100	3·00	10,525	11 41	1,90,94	15,620
43	2,116,583	46 88	12,259	0·27	6,920	19·14	1,36,30	22,147
57	7,015,334	26·05	1,781,008	6·1	12,733	8·65	6,40,21	23,107
50	4,192,570	18·31	1,501,065	6·66	8,393	19·64	6,48,70	20,624
49	971,594	17·73	157,056	2·87	8,549	16·44	1,39,25	12,909
46	203,630	14·57	49,613	3·55	6,829	10·90	38,58	10,914
*33	*6,445,380	*34·24	*1,609,616	*8·55	6,658	15·35	8,53,47	16,585
50	936,867	17·92	162,440	3·11	8,091	13·42	1,43,51	9,011
46	320,735	13·83	46,200	1·99	5,321	22·38	57,46	12,775
...	27,273,387	...	6,361,840	...	...	...	32,57,98	...
50	626,565	24·13	32,218	1·24	4,589	7 34	53,65	5,138
49	1,390,528	23·50	14,651	0·25	4,950	20·60	99,29	4,813
54	21,948	7·02	10,156	3·25	...	14·25	5,10	3,224
54	117,242	25·79	2,571	0·57	4,419	10·17	7,84	3,607
†52	†1,604,872	†16 09	†334,150	†3·35	†5,042	13·13	1,13,98	4,854
55	1,571,518	24·57	103,642	162	5,940	6·87	1,14,88	7,080
17	125,490	50·03	...	...	...	19·23	...	...
38	1,236,923	33·62	5,755	0·16	4,133	19·37	‡32,92	‡7,389
67	90,533	16 70	8,144	1·50	4,588	23·45	8,01	3,468
46	160,428	12·22	5,931	0·41	4,311	7·13	34,40	6,331
36	19,981	25·16	1,308	1·65	2,520	15·66	1,52	2,861
69	269,953	11·47	36,636	1·56	5,907	13·24	50,27	3,777
49	30,753	13·13	684	0·29	3,335	12·77	2,95	2,100
56	903,767	13·40	147,239	2·18	4,593	14·20	§1,10,02	§5,797
42	4,755	2·21	7,264	3·38	...	14·28	3,87	5,241
60	31,977	6·12	12,498	2·39	...	8·33	8,26	3,147
40	331,416	31·12	42,003	3·94	3,870	10·41	27,41	4,766
53	824,899	12·93	23,946	0·38	4,448	17·96	89,09	6,832
51	6,164	8·19	...	...	3,615	23·50	1,29	1,917
...	9,369,772	...	788,196	...	...	...	8,14,75	...

* The calculations have been arrived at without taking into account one steam crane tank.
† The calculations have been arrived at without taking into account 70 auxiliary water tanks used for locomotive purposes only.
‡ Includes the outlay on the 2' 6" gauge section.
§ Excludes the outlay by the West of India Portuguese railway.

APPEN

Number of, outlay on, and work done by, rolling-stock

ENGI

Railway.	Number at close of 1919-20. †	Number added in 1920-21.	Total number of locomotives on the 31st March 1921.	Number of all classes per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum.*	Average mileage run by each *per diem.*	Train mileage per engine *per annum.*
1	2	3	4	5	6	7	8
2' 6" gauge.							
Ahmadpur-Katwa	4	...	4	0·12	30,921	85	24,813
Arakan Light	3	...	3	0·16	9,291	25	6,723
Arrah-Sasaram Light	5	...	5	0·08	20,121	55	18,390
Bankura-Damoodar River	6	...	6	0·10	24,152	68	19,325
Baraset-Basirhat Light	7	1	8	0·15	18,092	50	17,169
Barsi Light	17	...	17	0·14	16,504	57	14,116
Bengal Provincial	7	1	8	0·19	58,610	43	14,438
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	28	...	28	0·08	1,266	50	14,955
Bakhtiarpur-Bihar Light	4	1	5	0·15	19,284	56	12,805
Burdwan-Katwa	4	...	4	0·12	22,750	62	19,784
Champaner-Shivrajpur-Pani Light	4	...	4	0·12	13,290	36	12,152
Cutch State	3	...	3	0·08	11,356	31	9,020
Dehri-Rohtas Light	4	1	5	0·21	10,526	29	10,526
Dholpur-Bari	4	1	5	0·09	15,991	44	11,947
Dhond-Baramati	2	...	2	0·07	24,181	66	24,030
Eastern Bengal	10	...	10	0·18	12,040	33	9,914
Ellichpur-Yeotmal	13	...	13	0·09	21,493	59	19,182
Godhra-Lunavada	2	...	2	0·07	22,193	61	18,908
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur Dhamtari.	111	5	116	0·15	18,868	52	14,471
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	27	...	27	0·15	‡12,005	‡33	‡7,976
Jessore-Jhenidah	6	...	6	0·16	20,008	55	13,408
Kalighat-Falta	5	...	5	0·19	31,961	88	18,280
Kalka-Simla	22	...	22	0·37	23,152	63	15,539
Kolar District and Bangalore-Chickballapur Light.	7	...	7	0·07	20,523	56	17,041
Madaya Light	5	2	7	0·44	...	...	...
Mayurbhanj	3	...	3	0·04	12,776	35	10,912
Morappur-Hosur and Tirupattur-Krishnagiri ...	8	...	8	0·08	21,036	58	20,820
Morvi	5	...	5	0·26	7,858	22	7,333
Nadiad-Kapadvanj	3	...	3	0·09	16,024	44	13,811
Pachora-Jamner	2	...	2	0·06	28,859	79	28,782
Parlakimedi Light	3	...	3	0·12	10,141	28	6,470
Powayan Light*	...	...	...	...	...	...	...
Pulgaon-Arvi	Included	with the	Ellichpur-	Yeotmal Railway		...	...
Shahdara (Delhi)-Saharanpur Light ...	8	...	8	0·08	15,226	42	14,651
Tezpore-Balipara Light	4	1	5	0·25	...	...	6,511
Trans-Indus (Kalabagh-Bannu)	26	...	26	0·19	21,075	58	11,423
Total ...	372	13	385	...	...	...	...
2' 0" gauge.							
Darjeeling-Himalayan	26	...	26	0·16	20,782	56	18,892
Gwalior Light	21	...	21	0·08	13,156	36	11,690
Howrah-Amta Light	16	1	17	0·39	12,814	35	12,143
Howrah-Sheakhala Light	2	1	3	0·15	18,153	52	16,175
Jagadhri Light	2	...	2	0·60	6,555	18	6,555
Jorhat (Provincial)	9	1	10	0·31	5,120	14	5,120
Kulasekarapatnam Light	6	...	6	0·19	7,783	21	7,786
Matheran Light	5	...	5	0·39	...	...	...
Mysore Light	4	...	4	0·15	7,558	21	4,935
Pipar-Bilara Light	2	...	2	0·08	11,389	31	11,389
Tumsar-Tirodi Light	13	...	13	0·29	...	...	...
Total ...	106	3	109	...	...	...	...
GRAND TOTAL ...	8,990	375	9,365	...	...	...	...

* Temporarily dismantled.

† Figures have been revised in cases where they do not agree with those given in the previous year's report.

‡ Results are based on the mileage excluding that of the Jacobabad-Kashmor railway which was closed during the year.

DIX 17—*contd.*

during the financial year 1920-21 (except where otherwise stated).

NES—*concld.*

Train mileage per engine *per diem.*	Total shunting mileage.	Percentage of total shunting mileage to total train mileage.	Total light mileage.	Percentage of total light mileage to total train mileage.	Ton-mileage hauled per engine, in thousands of tons.	Percentage of the average number of engines under repairs or renewals at any one time on the total number on the line.	Total value, in thousands of rupees, on 31st March 1921.	Total value per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.
9	10	11	12	13	14	15	16	17
68	6,043	8·12	1,999	2·70	...	25·00	66	1,993
18	3,422	16·45	154	0·75	...	66·66	1,31	7,198
50	6,402	6·96	156	0 16	...	20·00	1,27	1,941
58	29,330	25·21	291	0·25	...	16·66	1,70	2,888
47	...	...	6,194	4·50	...	12·50	1,67	3,195
39	32,124	15·17	3,542	1·67	...	11·76	6,04	5,116
39	8,980	7·77	6,066	5 26	...	37·50	1,39	3,337
41	82,336	19 66	910	0·22	...	17·86	3,92	1,091
35	9,442	14 74	434	0·67	...	40·00	99	3,007
54	6,418	8 11	73	0·07	...	25·00	1,06	3,215
33	4,553	9·37	...	...	1,876	18·25	84	2,506
25	7,008	25·89	117	0 43	...	33·33	79	2,159
29	...	...	...	...	...	20·00	1,32	5,525
33	15,160	25·38	5,059	8·47	...	...	1,02	1,983
66	255	0·53	...	...	...	...	71	2,612
27	21,192	21·38	...	...	...	10·00	*	*
53	26,315	11·43	184	0 08	...	23·08	4,85	8,479
52	6,570	17·37	...	...	2,046	...	46	1,810
40	405,965	29·03	28,625	2·08	2,493	10·12	45,38	5,685
†22	†108,710	†50·48	†8,086	†3·75	†798	14·81	5,88	3,287
37	19,550	20·83	84	0 09	...	16·66	...	...
50	43,731	47 80	1,779	1·94	...	...	1,75	6,746
43	133,425	39·03	12,258	3·59	1,412	13·64	6,96	11,620
47	24,374	20·43	937	0·79	...	14·29	1,23	1,208
...	...	...	...	...	...	28·57	90	5,625
30	9,083	16·66	552	1 01	1·049	12·33	56	797
57	1,584	0·95	95	0·06	2,233	12·50	4,31	4,872
21	2,626	7·18	76	0·21	...	20·00	97	5,109
38	6,638	16·02	...	...	1,993	...	71	2,855
79	255	0·44	...	...	...	...	22	636
18	10,962	56·48	118	0·61	771	2·67	1,01	4,115
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
40	11,521	9·83	108	0 09	...	12·50	2,76	2,964
18	...	...	...	...	...	40·00	1,39	6,964
31	250,390	84 30	9,005	3·03	2,086	7·69	14,74	10,387
...	1,294,364	...	86,902	...	...	...	1,18,77	...
51	49,131	10·00	14,550	2 90	...	15·38	5,89	4,023
32	29,486	12·01	3,480	1 39	...	28·81	7,57	3,080
33	7,833	3·78	2,660	1·28	...	23·53	3,12	7,114
44	1,958	4·03	665	1·16	...	33·33	48	2,415
18	1,092	8·32	...	...	...	50·00	20	6,088
14	...	...	...	...	...	20·00	...	...
21	...	...	...	...	...	33·33	64	2,019
...	...	...	...	...	...	...	...	...
14	10,491	53·14	32	0·16	...	...	64	2,277
31	...	...	...	...	319	...	19	759
...	...	...	...	...	...	23·08	...	...
...	99,991	...	21,337	...	...	...	18,73	...
...	38,037,454	...	7,258,275	...	...	...	42,10,23	...

* Included with the Eastern Bengal Railway 3′ 3⅜″ gauge section.

† Results are based on the mileage excluding that of the Jacobabad-Kashmor railway which was closed during the year.

Number of, outlay on, and work done by, rolling-stock

Railway.	COACHING							
	Number at close of 1919-20.*	Number added in 1920-21.	Number at close of 1920-21.	Number of all classes per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1921.
18	19	20	21	22	23	24	25	26
5' 6" gauge.								
Bengal-Nagpur	1,104	10	1,114	0·59	49,486	136	17·77	†1,57,17
Bombay, Baroda and Central India	933	14	947	0·72	9,557	136	16·05	†1,35,38
Eastern Bengal	893	11	904	1·49	52,434	144	10·88	†26,42
East Indian	2,389	...	2,389	0·84	51405	141	12·47	†3,13,86
Great Indian Peninsula	2,373	56	2,429	0·76	49,907	137	13·05	†2,84,37
Madras and Southern Mahratta	883	—2	881	0·82	48,510	133	18·27	†92,14
Nizam's Guaranteed State	164	...	164	0·47	...	...	13·01	16,35
North-Western	3,315	—26	3,289	0·64	54,633	150	16·48	†5,23,86
Oudh and Rohilkhand	1,109	1	1,110	0·69	38,400	105	18·53	††
South Indian	364	...	364	0·63	32,215	88	21·15	†41,84
Total ,,	13,527	64	13,591	...	...	...	...	16,61,89
5' 3¾" gauge.								
Assam-Bengal	477	...	477	0·46	34,846	95	7·13	†60,72
Bengal and North-Western	1,079	25	1,104	0·51	75,125	206	15·00	††
Bengal Docars	54	6	60	0·38	...	...	4·27	3,96
Bhavnagar State	121	7	128	0·62	48,203	132	10·80	†6,76
Bombay, Baroda and Central India	1,578	11	1,589	0·68	43,134	118	15·65	1,68,04
Burma	1,152	—18	1,134	0·70	31,808	87	7·98	†97,12
Dibru-Sadiya	50	1	51	0·56	...	...	12·00	...
Eastern Bengal	1,005	50	1,055	0·99	39,948	109	5·66	††97,68
Gondal	102	...	102	0·44	44,528	122	16·25	†5,81
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	185	...	185	0·34	...	...	12·25	15,28
Jamnagar	32	...	32	0·64	35,358	97	0·56	†1,11
Jodhpur-Bikaner	283	17	300	0·28	77,201	212	8·12	†23,99
Junagad State	66	4	70	0·50	32,559	89	8·81	†4,66
Madras and Southern Mahratta	1,195	12	1,207	0·62	34,144	94	12·01	§69,98
Morvi	73	1	74	1·00	...	...	16·21	4,62
Mysore, Birur-Shimoga and Chickjaur-Chitaldrug.	102	9	111	0·42	28,337	79	1·80	††
Rohilkund and Kumaon	248	3	251	0·44	44,243	121	13·69	†21,28
South Indian	1,479	23	1,502	1·15	26,529	73	12·05	†1,34,66
Udaipur-Chitorgarh	37	...	37	0·55	...	...	2·70	†2,11
Total ...	9,318	151	9,469	...	...	...	...	7,12,68

* Figures have been revised in cases where they do not agree with those given in the previous year's report.
† Includes the outlay on motor cars.
‡ Includes the outlay on the 2' 6" gauge section.
§ Excludes the outlay by the West of India Portuguese railway.
†† Included with the outlay on goods stock.

APPENDIX 17—*contd.*

during the financial year 1920-21 (except where otherwise stated).

Stock.	Goods Stock.									
	Number at close of 1919-20.					Number added in 1920-21.				
Total value per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.	Covered wagons. ‖	Open wagons. ‖	Timber or rail wagons. ‖	All other classes. ‖	Total of all classes. ‖	Covered wagons.	Open wagons.	Timber or rail wagons.	All other classes.	Total of all classes.
27	28	29	30	31	32	33	34	35	36	37
†8,314	6,503	8,372	344	760	15,979	349	916	240	—160	1,345
†11,074	5,477	3,638	2	634	9,751	219	...	...	10	229
†15,871	5,878	1,127	103	529	7,637	1,089	...	—27	13	1,075
†11,328	21,552	13,053	200	1,515	36,320	540	—605	...	619	554
†9,111	12,254	5,095	283	1,254	18,886	—44	—3	...	...	—47
†8,542	2,873	1,478	132	384	4,862	418	...	—8	—8	407
4,625	513	1,245	14	60	1,832	100	54	—8	1	152
†10,180	22,546	5,406	541	922	29,415	440	12	—1	42	493
††	7,360	592	166	148	8,206	285	—24	—17	35	279
†9,302	924	501	232	92	1,739	59	5	...	...	64
...	85,820	40,502	2,007	6,298	134,627	3,455	355	189	552	4,551
†5,815	3,056	837	104	107	4,104	536	—21	...	1	516
††	7,066	*669	292	325	8,352	460	2	...	—2	460
2,506	367	48	32	20	467	—6	...	...	...	—6
†3,109	176 6,243	302	10	17	505	7	—2	...	...	5
6,942	5,158	2,282	47	382	8,954	—72	—296	...	114	—254
†5,986	332	1,664	461	345	7,628	230	47	51	44	372
...		773	88	83	1,276	...	42	—16	—59	—33
‡‡8,705	3,677	662	147	531	5,017	48	7	208	—200	58
†2,517	137	239	9	65	450	...	...	...	...	...
2,803	625	382	21	52	1,080	...	11	—1	4	14
†2,055	40	40	...	...	80	...	...	...	...	...
†1,802	1,763	344	...	123	2,230	165	—40	...	4	129
†3,317	57	150	3	4	214	19	...	...	...	19
§3,685	4,894	1,250	149	317	6,610	125	41	5	—25	—146
6,250	32	87	...	3	122	...	...	...	...	...
††	194	101	11	12	318	8	—3	20	4	29
†3,702	1,742	160	76	79	2,057	106	89	...	2	197
†10,327	2,472	1,429	119	291	4,311	110	27	...	19	156
†3,134	41	10	...	5	56	...	...	...	...	...
...	38,072	11,429	1,569	2,761	53,831	1,736	—96	262	—94	1,808

* Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.
† Includes the outlay on motor cars.
‡ Includes the outlay on the 2′ 6″ gauge section.
§ Excludes the outlay by the West of India Portuguese railway.
‖ Figures have been revised in cases where they do not agree with those given in the previous year's report.
†† Included with the outlay on goods stock.

Number of, outlay on, and work done by, rolling-stock

Railway.	Coaching Stock.								
	Number at close of 1919-20. ‡	Number added in 1920-21.	Number at close of 1920-21.	Number of all classes per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum.*	Average mileage run by each *per diem.*	Percentage of the average number of coaching vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1921.	Total value per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.
18	19	20	21	22	23	24	25	26	27
2' 6" gauge.									
Ahmadpur-Katwa	19	...	19	0·58	...	...	...	89	2,706
Arakan Light	10	...	10	0·54	...	...	10·00	64	3,537
Arrah-Sasaram Light	23	...	23	0·35	...	...	4·34	†1,30	†2,002
Bankura-Damoodar River	27	...	27	0·45	...	...	...	†1,32	†2,202
Baraset-Basirhat Light	48	—3	45	0·86	...	...	6·66	††	††
Barsi Light	49	...	49	0·42	...	...	10·20	...	...
Bengal Provincial	31	...	31	0·74	...	...	12·90	1,05	2,539
Bilimora-Kalamba, Bodeli-Chota Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	122	1	123	0·34	...	...	0·81	†6,33	†1,763
Bukhtiarpur-Bihar Light	22	—3	19	0·58	...	...	10·52	††	††
Burdwan-Katwa	22	...	22	0·64	...	...	...	†1,05	†3,191
Champaner-Shivrajpur-Pani Light	4	...	4	0·11	...	...	...	39	1,165
Cutch State	7	...	7	0·19	...	...	...	†50	†1,354
Dehri-Rohtas Light	10	...	10	0·42	...	...	...	19	806
Dholpur-Bari	9	—1	8	0·15	...	...	...	†93	†1,798
Dhond-Baramati	5	...	5	0·18	...	...	...	48	1,770
Eastern Bengal	69	2	71	1·29	14,748	40	2·32	**	**
Ellichpur-Yeotmal	33	1	34	0·24	...	...	...	3,43	2,461
Godhra-Lunavada	6	...	6	0·23	...	...	...	51	1,993
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari.	363	...	363	0·45	48,513	133	9·93	27,22	3,411
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	105	...	105	0·59	§9,789	§27	5·08	†4,76	†2,659
Jessore-Jhenidah	21	...	21	0·56	...	...	...	...	...
Kalighat-Falta	38	...	38	1·46	...	...	...	2,12	8,154
Kalka-Simla	97	...	97	1·62	16,445	45	7·40	†9,71	†16,208
Kolar District and Bangalore-Chik Ballapur Light	20	...	20	0·19	...	...	5·00	††	††
Madaya Light	11	1	12	0·75	...	...	...	81	5,062
Mayurbhanj	11	...	11	0·15	23,541	90	3·27	††	††
Morappur-Hosur and Tirupattur-Krishnagiri ...	35	...	35	0·35	28,417	78	8·57	†1,88	†1,903
Morvi	42	...	42	2·22	...	...	11·90	1,29	6,841
Nadiad-Kapadvanj	7	...	7	0·23	...	...	...	91	3,022
Pachora-Jamner	3	...	3	0·09	...	...	...	31	909
Parlakimedi Light	12	...	12	0·49	22,387	61	23·67	††	††
Powayan Light*	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included	with the	Ellichpur-	Yeotmal	Railway.	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	43	...	43	0·46	...	...	2·32	†1,69	†1,830
Tezpore-Balipara Light *...	14	...	14	0·70	...	...	...	†68	†3,406
Trans-Indus (Kalabagh-Bannu)	84	...	84	0·62	23,533	64	2·60	†7,91	†5,840
Total ...	1,422	—2	1,420	...	...	...	...	78,30	...
2' 0" gauge.									
Darjeeling-Himalayan	138	...	138	0·94	...	...	20·28	††	††
Gwalior Light	88	—1	87	0·35	...	...	...	...	...
Howrah-Amta Light	118	—7	111	2·53	...	...	5·40	††	††
Howrah-Sheakhala Light	31	—1	30	1·52	...	...	6 66	††	††
Jagadhri Light	4	...	4	1·21	...	...	...	8	2,468
Jorhat (Provincial)	34	...	34	1·05	...	...	14·70	...	...
Kulasekarapatnam Light	19	—1	18	0·60	...	...	...	1,04	†3,262
Matheran Light	35	4	39	3·09	...	...	...	...	...
Mysore Light	3	1	4	0·15	...	...	25·00	††	††
Pipar-Bilara Light	5	...	5	0·20	...	...	18·00	††	††
Tumsar-Tirodi Light	1	...	1	0·02	...	...	...	...	...
Total ...	476	—5	471	...	...	...	...	1,12	...
GRAND TOTAL ...	24,743	208	24,951	...	...	...	...	24,53,49	...

* Temporarily dismantled.
† Includes the outlay on motor cars.
‡ Figures have been revised in cases where they do not agree with those given in the previous year's report.
** Included with the Eastern Bengal railway 3' 3⅜" gauge section.
†† Included with the outlay on goods stock.
§ Results are based on the mileage excluding that of the Jacobabad-Kashmor railway which was closed during the year.

DIX 17—*contd.*

during the financial year 1920-21 (except where otherwise stated).

Goods Stock.									
Number at close of 1919-20.					Number added in 1920-21.				
Covered wagons. *	Open wagons. *	Timber or rail wagons. *	All other classes. *	Total of all classes. *	Covered wagons.	Open wagons.	Timber or rail wagons.	All other classes.	Total of all classes.
28	29	30	31	32	33	34	35	36	37
6	16	...	4	26	...	...	...	...	...
2	6	...	...	8	...	...	...	...	...
27	20	...	4	51	...	...	...	...	...
35	35	2	6	78	...	...	...	...	...
6	39	...	...	45	...	...	...	3	3
127	56	...	9	192	...	...	...	...	...
25	41	...	...	66	...	...	...	...	...
218	397	...	24	639	...	8	...	...	8
18	50	...	...	68	...	...	...	3	3
25	11	...	4	40	...	...	...	...	...
6	77	...	4	87	...	4	...	...	4
5	28	...	2	35	...	—1	...	...	—1
37	72	...	...	109	...	...	...	...	...
8	70	...	2	80	...	...	...	1	1
9	6	...	2	17	...	...	...	...	...
69	11	...	4	84	...	7	...	4	11
90	46	...	3	139	...	5	...	3	8
9	17	...	2	28	...	...	...	...	...
673	703	43	55	1,474	—5	35	...	...	30
159	64	7	142	372	...	...	...	...	...
26	12	2	3	43	...	...	...	...	...
30	15	...	8	53	...	...	...	...	...
73	46	4	23	146	...	...	...	...	...
24	19	2	4	49	5	3	...	...	
23	6	4	14	47	2	...	...	1	3
8	11	...	1	20	...	...	...	...	...
30	48	...	...	78	...	...	...	...	...
12	47	...	3	62	...	...	...	...	...
13	16	...	2	31	...	—4	...	...	—4
10	...	2	1	13	...	...	...	...	...
4	14	...	...	18	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...
168	36	2	3	209	...	...	...	...	...
46	39	5	3	93	...	...	...	...	...
168	76	6	34	284	...	...	...	7	7
2,189	2,150	79	366	4,784	2	57	...	22	81
294	100	9	3	406	18	16	...	4	38
237	101	...	1	339	...	...	...	...	...
14	63	...	...	77	...	...	...	13	13
9	4	...	...	13	...	...	...	1	1
1	6	...	1	8	...	...	...	...	...
55	42	4	8	109	...	...	...	...	...
...	36	...	...	36	...	...	...	...	...
7	15	...	3	25	1	...	...	...	1
2	...	8	26	36	—2	...	14	—12	...
1	7	...	2	10	...	...	...	...	...
...	400	...	...	400	...	...	...	...	...
620	774	21	44	1,459	17	16	14	6	53
126,701	54,855	3,676	9,469	194,701	5,210	332	465	486	6,493

* Figures have been revised in cases where they do not agree with those given in the previous year's report.

APPEN

Number of, outlay on, and work done by, rolling-stock

Railway.	Goods							
	Number at close of 1920-21.					Number of all classes per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum*.	Average mileage run by each *per diem*.
	Covered wagons.	Open wagons.	Timber or rail wagons.	All other classes.	Total of all classes.			
38	39	40	41	42	43	44	45	46
5′ 6″ gauge.								
Bengal-Nagpur	6,852	9,288	584	600	17,324	9·12	12,509	34
Bombay, Baroda and Central India ...	5,696	3,638	2	644	9,980	7·56	14,499	40
Eastern Bengal	6,967	1,127	76	542	8,712	14·12	12,890	35
East Indian	22,092	12,448	200	2,134	36,874	12·93	16,831	46
Great Indian Peninsula	12,210	5,092	283	1,254	18,839	5·92	12,402	34
Madras and Southern Mahratta ...	3,291	1,473	129	376	5,269	4·88	14,424	40
Nizam's Guaranteed State	613	1,299	11	61	1,984	5·64	...	...
North Western	22,986	5,418	540	964	29,908	5·81	11,070	30
Oudh and Rohilkhand	7,585	568	149	183	8,485	5·28	11,737	32
South Indian	983	506	222	92	1,803	3·10	8,832	24
Total ...	89,275	40,857	2,196	6,850	139,178	...	...	...
3′ 3¾″ gauge.								
Assam-Bengal	3,592	816	104	108	4,620	4·42	6,490	18
Bengal and North-Western	7,526	*671	292	323	8,812	†4·03	†11,998	†33
Bengal Docars	361	48	32	20	461	2·91	...	...
Bhavnagar State	183	300	10	17	510	2·45	6,750	18
Bombay, Baroda and Central India ...	6,171	1,986	47	496	8,700	3·71	16,107	44
Burma	5,388	1,711	512	389	8,000	4·93	12,815	35
Dibru-Sadiya	332	815	72	24	1,243	13·62	...	...
Eastern Bengal	3,725	669	350	331	5,075	4·70	9,268	25
Gondal	137	239	9	65	450	1·95	7,718	21
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	625	393	20	56	1,094	2·01	...	...
Jamnagar	40	40	...	...	80	1·48	3,899	11
Jodhpur-Bikaner	1,928	304	...	127	2,359	1·77	9,093	25
Junagad State	76	150	3	4	233	1·66	9,183	25
Madras and Southern Mahratta ...	5,019	1,291	154	292	6,756	3·47	13,401	37
Morvi	32	87	...	3	122	1·65	...	...
Mysore, Birur-Shimoga, and Chickjajur-Chitaldrug.	202	98	31	16	347	1·32	...	...
Rohilkund and Kumaon	1,848	249	76	81	2,254	3·91	8,372	23
South Indian	2,582	1,456	119	310	4,467	3·43	10,806	30
Udaipur-Chitorgarh	41	10	...	5	56	0·83	7,688	21
Total ...	39,808	11,333	1,831	2,667	55,639	...	...	...

* Includes 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

† The calculations have been arrived at without taking into account 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.

DIX 17—*contd.*

during the financial year 1920-21 (except where otherwise stated).

STOCK—*concld.*

Average tare in tons.		Average carrying capacity in tons.		Freight ton-mileage per vehicle, in thousands of tons.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1921.	Total value per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock, in thousands of rupees, on 31st March 1921.	Grand total value of rolling-stock per mile of line open on 31st March 1921, exclusding 2nd, 3rd, etc., tracks.
Covered wagons.	Open wagons.	Covered wagons.	Open wagons.						
47	48	49	50	51	52	53	54	55	56
8·49	8·89	18·15	20·49	119	3·60	7,99,87	42,312	13,71,60	72,555
8·57	8·31	19·37	19·18	105	4·56	3,18,48	26,052	6,44,80	52,746
9·04	7·63	16·68	17·70	...	3·97	3,42,57	55,662	5,75,29	93,680
8·18	7·70	18·66	17·33	153	3·05	13,58,72	49,041	23,12,79	83,476
9·08	8·10	18·20	17·12	157	3·90	5,99,04	19,194	15,27,11	48,929
8·34	7·71	18·61	17·09	116	7·67	1,96,78	18,242	4,28,17	39,693
8·59	...	19·98	...	...	6·86	60,17	17,022	1,15,10	32,561
8·54	7·88	21·44	16·90	107	3·38	9,50,41	18,469	23,27,74	45,234
8·14	6·79	18·55	13·40	81	3·98	†3,91,56	†24,588	5,35,07	33,599
8·27	7·67	18·52	19·05	80	8·15	61,08	13,580	1,60,38	35,657
...	...	...	...	...	...	50,78,68	...	99,98,05	...
5·57	3·85	10·77	8·20	29	4·53	1,24,40	11,923	2 38,86	22,876
4·53	*3·37	11·29	*8 48	*44	6·25	‡1,99,26	‡9,657	2,98,55	14,479
4·28	3·49	9·79	9·94	...	4·76	8,85	5,597	17,91	11,327
4·00	3·11	7·35	7·57	39	10·31	6,25	2,878	20,85	9,594
4·66	4·92	10·60	13·30	82	5·59	1,15,91	4,935	3,92,93	16,731
4·86	3·95	11·43	9·51	64	6·16	1,54,51	9,522	3.66,51	22,583
4·00	...	10·00	...	...	11·42	...	...	¶39,74	¶46,204
7·58	3·46	12·94	9·19	...	7·43	§1,24,15	§11,063	§8,04,75	§27,157
3·89	3·27	7·56	8·01	46	3·98	5,72	2,475	19,54	8,460
4·69	...	11·68	...	...	4·64	23,43	4,311	73,06	13,445
4·25	4·11	7·35	7·35	24	...	1,72	3,177	4,35	8,033
5·54	5·02	9·52	13·30	63	2·30	47,64	3,580	1,21,90	9,159
4·22	3·93	8·09	7·44	31	6·75	4,24	3,020	11,85	8,487
3·90	4·43	8·28	9·96	51	3·85	**1,08,84	**5,736	**2,88,79	**15,218
4·60	5·50	7·40	9·00	...	10·65	2,83	3,821	11,32	15,312
...	...	...	...	...	...	‡22,86	‡8,712	31,12	11,859
4·94	3·79	13·42	10·90	35	3·59	46,11	8,018	94,80	16,486
6·64	4·81	13·05	10·01	63	5·10	93,81	7,194	3,17,56	24,353
4·04	3·19	8·92	7·40	...	1·80	85	1,262	4,25	6,313
...	...	...	...	...	...	10,9 ,47	...	26,58,64	...

* The calculations have been arrived at without taking into account 150 5′ 6″ gauge coal wagons purchased from, and kept for use on, the East Indian railway.
† Includes the outlay on coaching stock and motor cars.
‡ Includes the outlay on coaching stock.
§ Includes the outlay on the 2′ 6″ gauge section.
¶ Excludes the outlay by the Ledo and Tikak-Margherita Colliery railway.
** Excludes the outlay by the West of India Portugese railway.

APPEN

Number of, outlay on, and work done by, rolling-stock

Railway.	Goods									
	Number at close of 1920-21.					Number of all classes per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.	Average mileage run by each *per annum.*	Average mileage run by each *per diem.*	Average tare in tons.	
	Covered wagons.	Open wagons.	Timber or rail wagons.	All other classes.	Total of all classes.				Covered wagons.	Open wagons.
38	39	40	41	42	43	44	45	46	47	48
2' 6" gauge.										
Ahmadpur-Katwa	6	16	...	4	26	0·80	...	...	3·50	2·75
Arakan Light	2	6	...	...	8	0·44	...	...	3·00	3·00
Arrah-Sasaram Light ...	27	20	...	4	51	0·78	...	...	3·20	2·95
Bankura-Damoodar River ...	35	35	2	6	78	1·30	...	...	3·50	2·75
Baraset-Basirhat Light	6	39	...	3	48	0·92	...	...	2·75	2·75
Barsi Light	127	56	...	9	192	3·63	...	...	6·59	4·78
Bengal Provincial	25	41	...	...	66	1·58	...	...	...	...
Bilimora-Kalamba, Bodeli-Chhota Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	218	405	...	24	647	1·80	...	...	3·00	4·17
Bukhtiarpur-Bihar Light ...	18	50	...	3	71	2·15	...	...	2·75	2·50
Bardwan-Katwa	25	11	...	4	40	1·23	...	...	3·50	2·75
Champaner Shivrajpur-Pani Light ...	6	81	...	4	91	2·71	...	...	6·37	4·08
Cutch State	5	27	...	2	34	0·92	...	...	4·50	6·83
Dehri-Rohtas Light	37	72	...	...	109	4·57	...	...	...	...
Dholpur-Bari	8	70	...	3	81	1·57	...	...	6·50	2·72
Dhond-Baramati	9	6	...	2	17	0·62	...	...	6·70	5·30
Eastern Bengal	69	18	...	8	95	1·73	...	...	3 34	1·97
Ellichpur-Yeotmal	90	51	...	6	147	1·05	...	...	6 70	4·42
Godhra-Lunavada	9	17	...	2	28	1·10	...	...	6·61	5·00
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur-Dhamtari.	668	738	43	55	1,504	1·88	11,113	30	7·46	6·64
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	159	64	7	142	372	2·07	†7,247	†20	4·10	3·46
Jessore-Jhenidah	26	12	2	3	43	1·16	...	...	3·50	2·75
Kalighat-Falta	30	15	...	8	53	2·03	...	...	3·50	2·75
Kalka-Simla	73	46	4	23	146	2·43	9,410	26	6·51	6·92
Kolar District and Bangalore-Chik Ballapur Light.	29	22	2	4	57	0·56	...	...	...	...
Madaya Light ...	25	6	4	15	50	3·12	...	...	...	...
Mayurbhanj	8	11	...	1	20	0·28	4,558	17	5·84	5·12
Morappur-Hosur and Tirupattur-Krishnagiri.	30	48	...	...	78	0·79	4,940	14	6·46	5·75
Morvi	12	47	...	3	62	3·28	...	...	3 00	3·00
Nadiad-Kapadvanj	13	12	...	2	27	0·89	...	...	6·80	6·25
Pachora-Jamner	10	...	2	1	13	0·38	...	...	6·70	...
Parlakimedi Light	4	14	...	...	18	0·73	4,892	13	78	4·06
Powayan Light*	...	...	...	...	...	...	...	...	...	...
Pulgaon-Arvi	Included	with the	Ellich	pur Y	eotmal	Railway.	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	168	36	2	3	209	2·26	...	...	3·70	3·40
Tezpore-Balipara Light ...	46	39	5	3	93	4·63	...	...	2·00	2·00
Trans Indus (Kalabagh-Bannu)	168	76	6	41	291	2·15	13,072	36	6·85	5·28
Total ...	2,191	2,207	79	388	4,865	...	...	...	...	...
2' 6" gauge.										
Darjeeling-Himalayan ...	312	116	9	7	444	3·03	...	...	...	...
Gwalior Light	237	101	...	1	33	1·36	...	...	...	...
Howrah-Amta Light ...	14	63	...	13	90	2·05	...	...	2·50	2·50
Howrah-Sheakhala Light ...	9	4	...	1	14	0·71	...	...	2·50	2·50
Jagadhri Light	1	6	...	1	8	2·42	...	...	3·30	2·47
Jorhat (Provincial)	55	42	4	8	109	3·36	...	...	...	...
Kulasekarapatnam Light	...	36	...	...	36	1·12	...	...	...	1·56
Matheran Light	8	15	...	3	26	2·06	...	...	...	...
Mysore Light	...	...	22	14	36	1·35	...	...	...	...
Pipar-Bilara Light	1	7	...	2	10	0·40	4,744	13	3·03	2·23
Tumsar-Tirodi Light	...	400	...	...	400	8·79	...	...	...	1·06
Total ...	637	790	35	50	1,512	...	...	...	...	...
GRAND TOTAL ...	131,911	55,187	4,141	9,955	201,194	...	...	...	...	...

* Temporarily dismantled.

† Rests are based on the mileage excluding that of Jacobabad-Kashmor railway which was closed during the year.

DIX 17—*concld.*

during the financial year 1920-21 (except where otherwise stated).

STOCK—*concld.*

Average carrying capacity in tons.		Freight ton-mileage per vehicle, in thousands of tons.	Percentage of the average number of goods vehicles under repairs or renewals at any one time on the total stock on the list.	Total value, in thousands of rupees, on 31st March 1921.	Total value per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.	Grand total value of rolling-stock, in thousands of rupees, on 31st March 1921.	Grand total value of rolling-stock per mile of line open on 31st March 1921, excluding 2nd, 3rd, etc., tracks.
Covered wagons.	Open wagons.						
49	50	51	52	53	54	55	56
8·00	8·00	...	...	49	1,492	2,04	6,191
10·00	10·00	...	...	31	1,703	2,26	12,438
8·00	8·00	...	...	1,07	1,689	3,64	5,582
8·00	8·00	...	...	1,43	2,374	4,45	7,414
7·00	7·00	...	...	†2,89	†5,539	4,56	8,734
15·60	15·35	...	2·60	*14,52	*12,306	20,56	17,422
...	...	...	4·55	1,02	2,446	3,46	8,322
6·06	10·84	...	1·08	9,92	2,762	20,17	5,616
6·00	7·00	...	...	†2,49	†7,561	3,48	10,568
8·00	8·00	...	...	76	2,302	2,87	8,708
13·83	9·47	...	0 68	1,50	4,489	2,73	8,160
16·00	6·00	...	...	37	1,033	1,66	4,546
...	...	...	...	1,65	6,916	3,16	13,247
16·00	8·57	...	...	1,38	2,672	3,33	6,453
16·00	16·00	35	...	·57	2,101	1,76	6,483
4·79	3·47	...	0·54	Included with the	Eastern Ben	gal railway (3′	3½″ gauge section)
16·00	12·10	46	0·68	5,30	3,797	13,58	9,737
14·55	11·65	...		59	2,341	1,56	6,144
16·01	16·21	35	3·75	50,48	6,323	1,23,08	15,419
8·15	8·50	‡7	4·11	7,16	4,007	17,80	9,953
8·00	8·00	...	...	...	...	2,84	
8·00	8·00	...	...	1,06	4,094	4,93	18,994
14·14	17·72	38	3·75	3,41	5,691	20,08	33,519
...	...	...	...	†5,72	†5,593	6,95	6,801
...	...	...	...	1,27	7,931	2,98	18,618
13·10	11·64	...	13·05	†82	†1,164	1,38	1,961
9·50	10·00	16	6·41	2,46	2,492	8,65	8,767
4·50	7·00	...	6·45	1,17	6,205	3,43	18,155
15·00	16·00	...	...	74	2,453	2,36	7,830
16·00	...	25	...	38	1,084	91	2,629
12·64	7·38	14	7·00	†76	†3,102	1,77	7,217
...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...
8·00	8·00	...	1·43	4,95	5,351	9,40	10,165
4·00	4·00	...	...	77	3,854	2,84	14,224
15·59	13·25	45	3·17	13,57	10,027	36,22	26,754
...	...	...	...	1,40,98	...	3,40,89	...
...	...	...	8·33	*8,70	*5,934	14,59	9,957
...	...	...	...	...	...	7,57	3,030
5·00	5·00	...	...	†5,26	†12,034	8,38	19,148
5·00	5·00	...	...	†1,85	†9,358	2,33	11,773
7·00	7·00	...	12·50	11	3,386	39	11,892
...	...	...	7·34	...	...	3,71	11,410
...	4·00	...	11·11	53	1,657	2,21	6,938
...	...	...	...	...	...	...	...
...	...	...	...	†47	†1,757	1,11	4,134
5·00	5·71	6	19·00	†33	†1,320	52	2,079
...	2 56	...	21·75	...	...	...	...
...	...	...	...	17,25	...	40,81	...
...	...	...	...	63,28,34	...	1,30,38,39	...

* Includes the outlay on coaching stock and motor cars.
† Includes the outlay on coaching stock.
‡ Results are based on the mileage excluding that of the Jacobabad-Kashmor railway which was closed during the year.

APPEN

Rolling-stock fitted with automatic brakes and vehicles

Railway system.	Locomotives.	Coaching vehicles including brake-vans used exclusively on passenger service.	
	Percenatge of number fitted on the total number on the line.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4
5′ 6″ GAUGE.			
Bengal-Nagpur	87·50	96·86	3·14
Bombay, Baroda and Central India	94·16	99·68	0·32
Eastern Bengal	85·76	71·79	3·32
East Indian	89·49	89·74	2·72
Great Indian Peninsu'a	97·31	98·31	*Nil*
Madras and Southern Mahratta	93·49	100·00	*Nil*
Nizam's Guaranteed State	59·30	97·56	2·44
North Western	99·61	98·05	1·95
Oudh and Rohilkhand	96·86	97·12	2·34
outh Indian	93 01	100·00	*Nil*
3′ 3⅜″ GAUGE.			
Assam-Bengal	88·19	96·44	3·56
Bengal and North-Western	49·70	57·88	19·29
Bengal Dooars	37·50	16·66	23·33
Bhavnagar State	60·87	45·31	29·69
Bombay, Baroda and Central India	92·59	97·67	0·63
Burma	78·75	62·88	3·78
Dibru-Sadiya	80·77	46·25	18·75
Eastern Bengal	96·59	78·39	15·26
Gondal	45·45	38·24	40·20
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad Gadwal.	65·38	98·92	0·54
Jamnagar	100·00	12·50	34·38
Jodhpur-Bikaner	4·83	1·67	10·67
Junagad State	38·46	55·71	25·71
Madras and Southern Mahratta	48·64	57·75	7·37
Morvi	57·14	66·22	33·78
Mysore Railways	*Nil*	63·96	9·00
Rohilkund and Kumaon...	63·01	33·86	22·31
South Indian...	24·01	67·51	3·13
Udaipur-Chitorgarh	*Nil*	4·76	26·19
2′ 6″ & 2′ 0″ GAUGES.			
Barsi Light	94·12	100·00	*Nil*
Gondia-Chanda, Jubbulpore-Gondia Extension, Mayurbhanj Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi, Raipur-Dhamtari and Tumsar Tirodi.	82·96	88 89	*Nil*
Kalka-Simla	100·00	100·00	*Nil*
Trans Indus (Kalabagh-Bannu)	100·00	100·00	*Nil*
Other 2′ 6″ and 2′ 0″ gauge lines	11·56	5·28	*Nil*

DIX 18.

lighted by gas or electricity on the 31st March 1921.

Goods vehicles, including brake-vans used indiscriminately on passenger, goods or mixed service, but excluding cranes and their dummy trucks.		Percentage of vehicles fitted for lighting with gas or electricity on the total number of vehicles suitable for lighting.	Railway system.
Percentage of number braked on total.	Percentage of number piped on total.		
5	6	7	8
			5′ 6″ Gauge.
61·16	8·20	100·00	Bengal-Nagpur.
65·31	5·03	100·00	Bombay, Baroda and Central India.
46·02	10·96	99·64	Eastern Bengal.
56·83	1·53	90·44	East Indian.
64·14	17·33	98·10	Great Indian Peninsula.
61·61	38·39	95·41	Madras and Southern Mahratta.
35·81	0·86	64·25	Nizam's Guaranteed State.
80·27	6·43	100·00	North Western.
47·31	24·87	84·55	Oudh and Rohilkhand.
72·75	10·96	90·21	South Indian.
			3′ 3⅜″ Gauge.
73·39	6·78	98·87	Assam-Bengal.
1·32	0·43	91·78	Bengal and North-Western.
0·22	*Nil*	94·29	Bengal Dooars.
Nil	1·18	58·82	Bhavnagar State.
7·66	*Nil*	93·53	Bombay, Baroda and Cental India.
39·24	0·21	55·36	Burma.
25·15	29·96	50·00	Dibru-Sadiya.
6·01	1·70	100·00	Eastern Bengal.
Nil	0·67	92·93	Gondal.
14·52	0·74	70·37	Hingoli Branch, Hyderabad-Godavari Valley, and Secunderabad Gadwal.
Nil	*Nil*	96·88	Jamnagar.
Nil	*Nil*	92·43	Jodhpur-Bikaner.
Nil	3·45	60·29	Junagad State.
3·86	*Nil*	99·69	Madras and Southern Mahratta.
Nil	*Nil*	*Nil*	Morvi.
21·04	7·78	96·40	Mysore Railways.
0·76	0·04	66·55	Rohilkund and Kumaon.
2·90	3·86	91·78	South Indian.
Nil	*Nil*	97·62	Udaipur-Chitorgarh.
			2′ 0″ & 2′ 0⁷ Gauges.
37·19	62·82	100·00	Barsi Light.
71·09	0·10	89·12	Gondia-Chanda, Jubbulpore-Gondia Extension, Mayurbhanj, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi, Raipur Dhamtari and Tumsar Tirodi.
98·62	1·38	93·81	Kalka-Simla.
75·60	13·75	92·86	Trans-Indus (Kalabagh-Bannu).
2·08	3·15	65·66	Other 2′ 6″ & 2′ 0⁷ gauge lines.

APPENDIX 19.

Trains provided with means of communication throughout between passengers and railway servants on the 31st March 1921.

Railway system.	Particulars.	Mail.	Passenger.	Mixed.	Total.	Remarks.
1	2	3	4	5	6	7
5' 6" Gauge.						
Bengal-Nagpur	Total number of trains run	4	72	26	102	
	Total number of trains fitted with communication.	4	58	8	70	
Bombay, Baroda and Central India.	Total number of trains run	4	186	26	216	
	Total number of trains fitted with communication.	4	186	26	216	
Eastern Bengal	Total number of trains run	7	138	26	171	
	Total number of trains fitted with communication.	7	136	...	143	
East Indian ...	Total number of trains run	4	158	115	277	
	Total number of trains fitted with communication.	4	48	...	52	
Great Indian Peninsula.	Total number of trains run	17	188	68	273	
	Total number of trains fitted with communication.	17	188	...	205	
Madras and Southern Mahratta.	Total number of trains run	6	115	23	144	
	Total number of trains fitted with communication.	6	115	...	121	
Nizam's Guaranteed State.	Total number of trains run	2	24	2	28	
	Total number of trains fitted with communication.	2	24	...	26	
North Western	Total number of trains run	10	63	85	158	
	Total number of trains fitted with communication.	10	63	...	73	
Oudh and Rohilkhand.	Total number of trains run	2	25	28	55	
	Total number of trains fitted with communication.	2	25	20	47	
South Indian ...	Total number of trains run	4	24	62	90	*Communication in 26 out of 61 trains is not used when goods vehicles are attached.
	Total number of trains fitted with communication.	4	23	*61	88	
3' 3⅜" Gauge.						
Assam-Bengal ...	Total number of trains run	...	...	58	58	
	Total number of trains fitted with communication.	...	...	47	47	
Bengal and North-Western.	Total number of trains run...	...	6	169	175	
	Total number of trains fitted with communication.	...	6	...	6	
Bhavnagar State	Total number of trains run	2	6	14	22	
	Total number of trains fitted with communication.	2	4	...	6	
Bombay, Baroda and Central India.	Total number of trains run	4	91	81	176	
	Total number of trains fitted with communication.	4	91	66	161	
Burma ...	Total number of trains run	6	112	88	206	
	Total number of trains fitted with communication.	6	2	16	24	
Eastern Bengal	Total number of trains run	4	34	60	98	
	Total number of trains fitted with communication.	4	32	22	58	
Hyderabad-Godavari Valley, Hingoli Branch and Secunderabad-Gadwal.	Total number of trains run	...	28	4	32	
	Total number of trains fitted with communication.	...	28	...	28	
Jodhpur-Bikaner.	Total number of trains run	2	2	32	36	
	Total number of trains fitted with communication.	2	2	32	36	
Madras and Southern Mahratta.	Total number of trains run...	†6	†20	86	112	†Trains which are not provided with communication are run at the speed of mixed trains.
	Total number of trains fitted with communication.	4	4	...	8	
Mysore§ ...	Total number of trains run	2	2	2	6	§The information is for the Bangalore Mysore Section only.
	Total number of trains fitted with communication.	2	2	2	6	
South Indian ...	Total number of trains run	4	155	73	232	‡Communication in 57 out of 67 trains is not used when goods vehicles are attached.
	Total number of trains fitted with communication.	4	137	‡67	208	
2' 6" Gauge.						
Arakan Light ...	Total number of trains run	...	...	4	4	
	Total number of trains fitted with communication.	...	...	4	4	
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Purulia-Ranchi and Raipur Dhamtari.	Total number of trains run	...	10	32	42	
	Total number of trains fitted with communication.	...	10	22	32	
Kalka-Simla ...	Total number of trains run	4	5	...	9	
	Total number of trains fitted with communication.	4	5	...	9	
Trans-Indus (Kalabagh-Bannu).	Total number of trains run	...	...	4	4	
	Total number of trains fitted with communication.	...	...	4	4	

APPENDIX 20.

Railways on which points and signals were interlocked on the 31st March 1921.

Railway system.	STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.						
	Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8
						Rs.	Rs.
5′ 6″ GAUGE.							
Bengal-Nagpur	329	22	Direct Interlocking	707	77	6,86,772	971
		224	Indirect Interlocking.	2,463	392	17,54,042	712
Bombay, Baroda and Central India	226	114	Direct Interlocking	3,591	554	32,03,400	892
		52	Indirect Interlocking.	750	27	4,72,600	630
Eastern Bengal	183	53	Direct Interlocking	1,643	406	13,19,197	803
		30	Indirect Interlocking.	537	38	1,76,767	329
East Indian	553	154	Direct Interlocking	5,955	675	26,45,940	444
		280	Indirect Interlocking.	3,146	185	9,00,390	286
Great Indian Peninsula	550	331	Direct Interlocking	11,380	2,498	78,20,361	687
		13	Indirect Interlocking.	130	26	47,560	366
Madras and Southern Mahratta	215	21	Direct Interlocking	861	113	4,86,460	565
		95	Indirect Interlocking.	1,162	31	5,33,856	459
Nizam's Guaranteed State	61	2	Direct Interlocking	97	21	45,813	472
		47	Indirect Interlocking.	448	24	2,43,105	543
North Western	814	147	Direct Interlocking	5,970	1,203	35,52,150	595
		344	Indirect Interlocking.	3,974	172	14,86,276	374
Oudh and Rohilkhand	289	35	Direct Interlocking	1,800	278	8,90,120	495
		197	Indirect Interlocking.	2,215	59	7,53,005	340
South Indian	88	2	Direct Interlocking	16	9	6,950	434
		71	Indirect Interlocking.	547	112	2,87,115	525
3′ 3⅜″ GAUGE.							
Assam-Bengal	184	4	Indirect Interlocking.	48	...	28,766	599
Bengal and North-Western	345	11	Indirect Interlocking.	108	6	62,581	579
Bengal Dooars	32	...	...	...	...	...	...
Bhavnagar State	35	...	...	...	...	...	...
Bombay, Baroda and Central India	355	27	Direct Interlocking	1,208	47	4,56,925	378
		85	Indirect Interlocking.	861	3	2,40,567	279
Burma	325	20	Direct Interlocking	851	174	6,16,065	724
		125	Indirect Interlocking.	577	30	7,11,902	1,234
Dibru-Sadiya	36	...	...	...	...	...	...
Eastern Bengal	195	4	Direct Interlocking	195	48	1,84,394	946
		45	Indirect Interlocking.	648	44	2,48,268	383
Gondal	38	...	...	...	...	...	...
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	100	1	Direct Interlocking	51	6	40,295	790
		63	Indirect Interlocking.	358	3	2,29,713	642
Jamnagar	7	...	...	...	...	...	...
Jodhpur-Bikaner	178	...	...	...	...	...	...
Junagad State	21	...	...	...	...	...	...
Carried over	5,159	2,624	...	52,297	7,261	3,01,31,355	...

NOTE.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.
"Indirect interlocking" covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 20—*concld.*

Railways on which points and signals were interlocked on the 31st March 1921.

Railway system.	STATIONS AT WHICH POINTS AND SIGNALS WERE INTERLOCKED.						
	Total number of stations on railway including flag stations, and block huts outside station limits.	Number of stations including flag stations, and block huts outside station limits, fitted with each system of interlocking.	System of interlocking.	Total number of levers in use in each system of interlocking excluding spare levers.	Total number of spare levers of each system of interlocking.	Total initial cost of each system of interlocking excluding repairs.	Cost per working lever.
1	2	3	4	5	6	7	8
						Rs.	Rs.
Brought forward	5,159	2,624	...	52,297	7,261	3,01,31,355	...
3′ 3½″ GAUGE—*concld.*							
Madras and Southern Mahratta	294	3	Direct Interlocking	71	1	35,286	497
		113	Indirect Interlocking.	720	1	3,31,039	460
Morvi	13	...	...	...	...	...	...
Mysore, Birur-Shimoga and Chickjajur-Chitaldrug.	45	...	...	...	...	...	...
Rohilkund and Kumaon	100	4	Direct Interlocking	15	...	1,154	77
		1	Indirect Interlocking.	...	...	488	...
South Indian	326	3	Direct Interlocking	113	16	1,09,650	970
		168	Indirect Interlocking	1,370	378	7,16,215	523
Udaipur-Chitorgarh	12	...	...	...	...	...	...
2′ 6″ GAUGE.							
Ahmadpur-Katwa	11	...	...	...	...	...	...
Arakan Light	7	...	...	...	...	...	...
Arrah-Sasaram Light	15	...	...	...	...	...	...
Bangalore-Chik Ballapur Light and Kolar District.	20	...	...	...	...	...	...
Bankura-Damoodar River	19	...	...	...	...	...	...
Baraset-Basirhat Light	29	1	Direct Interlocking	74	...	3,892	973
Barsi Light	25	...	...	...	...	...	...
Bengal Provincial	21	...	...	...	...	...	...
Bilimora-Kalamba, Bodeli-Chhota-Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	94	...	...	...	...	...	...
Bukhtiarpur-Bihar Light	13	...	...	...	...	...	...
Burdwan-Katwa	9	...	...	...	...	...	...
Champaner-Shivrajpur-Pani Light	9	...	...	...	...	...	...
Cutch State	6	...	...	...	...	...	...
Dehri-Rohtas Light	6	...	...	...	...	...	...
Dholpur-Bari	14	4	Indirect Interlocking.	5	...	5,167	1,033
Dhond-Baramati, Ellichpur-Yeotmal, Pachora-Jamner and Pulgaon-Arvi.	32	...	...	...	...	...	...
Eastern Bengal	20	...	...	...	...	...	...
Godhra-Lunavada	5	...	...	...	...	...	...
Gondia-Chanda, Jubbulpore-Gondia Extension, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari.	100	...	...	...	...	...	...
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai.	35	...	...	...	...	...	...
Jessore-Jhenidah	10	...	...	...	...	...	...
Kalighat-Falta	12	...	...	...	...	...	...
Kalka-Simla	49	1	Direct Interlocking	19	3	11,305	595
		3	Indirect Interlocking.	6	...	2,244	374
Madaya Light	*	...	...	...	...	...	...
Mayurbhanj	14	...	...	...	...	...	...
Morappur-Hosur and Tirupattur-Krishnagiri	15	...	...	...	...	...	...
Morvi	5	...	...	...	...	...	...
Nadiad-Kapadvanj	7	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	19	...	...	...	...	...	...
Tezpore-Balipara Light	7	...	...	...	...	...	...
Trans-Indus (Kalabagh-Bannu)	14	...	...	...	...	...	...
2′ 0″ GAUGE.							
Darjeeling-Himalayan	36	...	...	...	...	...	...
Gwalior Light	33	...	...	...	...	...	...
Howrah-Amta Light	25	2	Direct Interlocking	11	...	3,022	275
Howrah-Sheakhala Light	14	...	...	...	...	...	...
Jagadhri Light	*	...	...	...	...	...	...
Jorhat (Provincial)	17	...	...	...	...	...	...
Kulasekarapatnam Light	14	...	...	...	...	...	...
Matheran Light	5	...	...	...	...	...	...
Pipar-Bilara Light	5	...	...	...	...	...	...
Mysore Light	6	...	...	...	...	...	...
Tumsar-Tirodi Light	*	...	...	...	...	...	...
TOTAL	6,726	2,927	...	54,631	7,660	3,13,50,317	...

* Information not available.

NOTE.—"Direct interlocking" covers those systems in which the levers that work the points are directly interlocked by means of tappets with the levers which work the signals.

"Indirect interlocking" covers all those systems in which the levers which work the points are indirectly interlocked with the levers which work the signals.

APPENDIX 21.

Railways on which block instruments were used for train signalling on the 31st March 1921.

Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section	
1	2	3	4	5	6
5′ 6″ Gauge.			Rs.	Rs.	
Bengal-Nagpur	233	Neale's, single line	3,71,344	1,594	
	11	Theobald's Train Key, single line.	9,425	857	
Bombay, Baroda and Central India.	25	Sykes' (L. & B.)	53,750	2,150	
	113	Tyer's Tablet, single line.	1,75,715	1,555	
	49	Tyer's three position, double line.	45,570	930	
Eastern Bengal ...	95	Neale's, single line	1,67,167	1,760	
	35	Pryce and Ferreira's (L. & B.)	84,285	2,409	
	28	Pryce and Ferreira's, double line.	40,035	1,430	
East Indian ...	132	East Indian railway's, double line.	1,11,356	844	
	38	East Indian railway's, double line. (L. & B.)	46,166	1,215	
	105	East Indian railway's, single line.	1,00,165	954	
	137	Neale's, single line	1,60,975	1,175	
	61	Pryce and Ferreira's (L. & B.)	90,585	1,485	
	128	Train wire, single line. No token.	16,835	132	
	21	Tyer's Tablet, single line.	29,925	1,425	
Great Indian Peninsula.	77	Great Indian Peninsula railway, three wire, three position, double line.	38,500	500	
	217	Neale's, single line	2,86,440	1,320	
	104	Preece's, double line	57,200	550	
	38	Preece's, single line. No token.	20,900	550	
	85	Train wire, single line. No token.	25,500	300	
	98	Tyer's. three position, double line.	99,960	1,020	
Madras and Southern Mahratta.	160	Theobald's Train Key, single line.	77,120	482	
	20	Winter's, double line	7,200	360	
Nizam's Guaranteed State.	34	Webb and Thompson's, single line.	51,000	1,500	
North Western ...	36	Tyer's, two position (L. & B.), double line.	1,17,000	3,250	
Oudh and Rohilkhand.	14	Neale's, single line	26,385	1,885	
South Indian ...	70	Theobald's Train Key, single line.	80,500	1,150	
	1	Train wire, single line. No token.	150	150	
3′ 3¾″ Gauge.					
Assam-Bengal ...	3	Neale's token, single line	4,480	1,493	
Bengal and North-Western.	10	Tyer's Tablet, single line	15,519	1,552	
Bengal Dooars ...	2	Theobald's Train Key, single line.	1,207	603	
Bhavnagar State	239	Tyer's Tablet, single line	3,75,947	1,573	
Bombay, Baroda and Central India.	2	East Indian railway's, single line.	1,715	858	
Burma ...	91	Neale's, single line	1,11,473	1,225	
	22	Syke's (L. & B.)	69,926	3,178	
	6	Theobald's Train Key, single line.	6,100	1,017	
	13	Train wire, double line. No token.	2,625	202	
	141	Train wire, single line. No token.	29,236	207	
	8	Tyer's Tablet, single line	4,200	1,400	
	1	Tyer's Key token, Single line.	1,450	1,450	
Dibru-Sadiya.	91	Neale's, single line	1,47,734	1,623	
Eastern Bengal	2	Pryce and Ferreira's, double line.	4,400	2,200	
Carried over ...	2,791	...	31,67,165	...	

APPENDIX 21—*contd.*

Railways on which block instruments were used for train signalling on the 31st March 1921.

Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6
			Rs.	Rs.	
Brought forward ...	2,791		31,67,165	...	
3' 3½" Gauge—*concld.*					
Gondal	...	...	...	...	
Hingoli Branch, Hyderabad-Godavari Valley and Secunderabad-Gadwal.	30	Webb and Thompson's, single line.	45,000	1,500	
Jamnagar . . .	...	...	...	...	
Jodhpur-Bikaner . .	...	...	...	...	
Junagad State. .	...	...	...	...	
Madras and Southern Mahratta.	188	Robert's, single line . .	1,39,684	743	
	5	Theobald's Train Key, single line.	2,305	461	
	80	Train wire, single line. No token.	21,200	265	
Morvi	...	...	...	...	
Mysore, Birur-Shimoga and Chickjajur-Chitaldrug .	13	Robert's, single line.	*	*	*Information not available.
	22	Train wire, single line. No token.			
Rohilkund and Kumaon	...	...	...	...	
South Indian . .	160	Theobald's Train Key, single line.	1,84,000	1,150	
	92	Train wire, single line. No token.	13,800	150	
Udaipur-Chitorgarh .	...	...	...	...	
2' 6" Gauge.					
Ahmadpur-Katwa .	8	Train wire, single line. No token.	*	*	
Arakan Light . .	...	...	...	...	
Arrah-Sasaram Light .	9	Train wire, single line. No token.	2,496	277	
Bangalore Chik-Ballapur Light and Kolar District	1	Roberts' single line . .	*	*	
	17	Train wire, single line. No token.			
Bankura-Damoodar River	16	Train wire, single line. No token.	*	*	
Barasat-Basirhat Light .	...	...	...	...	
Barsi Light . . .	...	...	...	...	
Bengal Provincial . .	...	...	...	...	
Bilimora-Kalamba, Bodeli-Chhota-Udaipur, Broach-Jambusar, Gaekwar's Dabhoi, Kosamba-Zankhvav, Petlad-Vaso and Rajpipla State.	...	...	...	...	
Bukhtiarpur-Bihar Light	...	...	...	...	
Burdwan-Katwa .	7	Train wire, single line. No token.	*	*	
Carried over ...	3,439	.....	35,75,650	...	

APPENDIX 21—*concld.*

Railways on which block instruments were used for train signalling on the 31st March 1921.

Railway system.	Block sections on which block instruments were used for train signalling.				Remarks.
	Total number of block sections on railway.	Name of system of block working.	Total initial cost of each system of block working excluding repairs.	Cost per section.	
1	2	3	4	5	6
Brought forward ...	3,439	...	Rs. 35,75,650	Rs. ...	
2' 6" Gauge—*concld.*					
Champaner-Shivrajpur-Pani Light . .	...	...	...	...	
Cutch State . . .	...	...	...	...	
Dehri-Rohtas Light .	...	...	...	...	
Dholpur-Bari . .	8	Through wire, single line. No token.	800	100	
Dhond-Baramati .	2	Train wire, single line. No token.	600	300	
Eastern Bengal . .	...	...	...	...	
Ellichpur-Yeotmal .	18	Train wire, single line. No token.	5,400	300	
Godhra-Lunavada . .	...	...	...	...	
Gondia-Chanda, Jubbulpore Gondia-Extension, Nagpur-Chhindwara, Parlakimedi Light, Purulia-Ranchi and Raipur-Dhamtari ...	...	...	...	...	
Jacobabad-Kashmor, Kohat-Thal and Nowshera-Durgai	...	...	...	...	
Jessore-Jhenidah . .	5	Train wire, single line. No token.	*	*	* Information not available.
Kalighat-Falta .	11	Train wire, single line. No token.	*	*	
Kalka-Simla . . .	...	...	...	...	
Madaya Light . .	...	...	...	...	
Morappur-Hosur and Tirupattur-Krishnagiri.	13	Train wire, single line. No token.	1,950	150	
Morvi	...	...	...	...	
Mayurbhanj . . .	...	...	...	...	
Nadiad-Kapadvanj . .	...	...	...	...	
Pachora-Jamner . .	4	Train wire, single line. No token.	1,440	360	
Pulgaon-Arvi . . .	3	Train wire, single line. No token.	1,080	360	
Shahdara (Delhi)-Saharanpur Light.	...	...	...	...	
Tezpore-Balipara Light .	...	...	...	...	
Trans-Indus (Kalabagh-Bannu.)	...	...	...	...	
2' 0" Gauge.					
Darjeeling-Himalayan .	...	...	...	...	
Gwalior Light . . .	...	...	...	...	
Howrah-Amta Light .	...	...	...	...	
Howrah-Sheakhala Light	...	...	...	...	
Jagadhri Light . .	...	...	...	...	
Jorhat (Provincial). .	...	...	...	...	
Kulasekarapatnam Light	...	...	...	...	
Matheran Light . .	*	*	*	*	
Mysore Light . . .	...	...	...	...	
Pipar-Bilara Light .	...	...	...	...	
Tumsar-Tirodi Light .	...	...	...	...	
Total .	3,503	...	35,86,920	...	

APPEN

Value of stores purchased by the Principal Railways during the

A.—Value of stores
B.—Value of imported
C.—Value of stores of

NOTE.—Materials invariably purchased in India such as Coal and coke, stone, bricks, lime,

Classes.	Bengal-Nagpur.			Bombay, Baroda and Central India.			Eastern Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	...	...	...	65	12	4	...	...	67
(B) Engineer's plant, excluding petty tools.	2	3	1	21	73	6	17	18	...
(C) Workshop Machinery and Heavy Tools.	2,78	54	...	14	3,51	3	10	1,25	2
(D) Permanent-way :—									
(*a*) Rails ...	...	3	37	3,53	...	8,45	11	...	4,12
(*b*) Steel sleepers ...	4,09	...	...	...	...	...	...	...	...
(*c*) Cast iron sleepers	...	...	...	...	...	76	...	...	...
(*d*) Wooden sleepers	...	...	...	...	...	25,85	...	...	13,18
(*e*) Chairs and Fastenings	98	1,05	92	12,53	1,72	3,45	12	10	16
(E) Rolling-stock :—									
(*a*) Locomotives and spare parts.	76,43	1,19	30	8,02	1,43	4,51	33,99	83	2
(*b*) Coaching stock ...	1,73	...	...	3,68	39	...	4,86	...	...
(*c*) Goods stock ...	76,33	...	...	39,37	...	...	20,52	...	5,95
(*d*) Spare parts, Coaching and Goods stock.	15,70	11,04	2,77	2,12	4,66	8,17	7,90	1,02	56
(*e*) Motor cars ...	...	...	...	53	19	...	...	...	...
(F) Building and Station Materials and Fencing.	21	39	2	44	4,33	34	4	2,19	1,37
(G) Tools and Stores :—									
(*a*) Tools and Cutlery	68	1,30	6	1,41	2,68	56	74	1,73	26
(*b*) Steel (excluding permanent-way materials).	86	3,81	8	9,09	9,63	27	1,10	3,38	45
(*c*) Iron (excluding permanent-way materials).	2,73	5,37	62	3,11	3,70	1,71	2,63	3,98	3,57
(*d*) Other metals ...	25	1,27	...	74	3,45	33	51	1,04	20
(*e*) Timber ...	...	...	...	...	...	4,77	...	8	9,48
(*f*) Oils ...	...	10,78	1,30	...	6,18	11,04	...	6,23	3,80
(*g*) Portland cement...	...	42	26	...	2	1,00	1,16	31	56
(*h*) All other stores...	3,52	17,97	6,27	5,15	27,91	17,11	8,08	11,18	6,23
(H) Electrical plant and materials	4,19	3,59	4	2,20	10,34	1	1,08	4,72	55
Total ...	1,90,50	58,73	13,02	92,92	80,99	88,46	83,11	38,22	51,15

DIX 22.

financial year 1920-21 showing in thousands of rupees :—

imported direct,

stores purchased in India,

Indian manufacture or of indigenous origin.

ballast, etc., are not included.

East Indian.			Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
A	B	C	A	B	C	A	B	C	A	B	C
...	...	...	1,76	...	...	2,23	...	...	6,58	...	1,29
1,60	41	...	61	1,97	24	42	11	...	1,11	†2,33	16
4,43	1,25	...	8,89	9,87	9	2,65	59	...	8,41	2,66	6
41,08	...	10	1,63	...	8,27	3,00	...	5,00	...	5	19,88
...	...	...	...	...	1	...	...	...	...	...	...
16	...	19	48,96	...	...	...	...	2,41	...	...	23,89
15,70	14,81	16,55	...	...	5,47	...	...	8,64	...	...	42,16
1,58	21	42,	10,74	...	91	2,05	12	64	18,54	9	1,88
42,58	...	...	1,64,83	17,47	19	81,44	25	7	1,94,80	1,07	6
...	...	...	...	...	...	5,96	17	1,13	...	...	1,28
*80,31	*3,69	...	40, 3	...	...	20,85	...	42,98	...	...	20,35
...	...	...	68,90	5,18	20,00	4,11	39	22	60,72	2,42	61
...	53	...	...	36	...	...	...	...	5	2	...
90	87	1,32	6,58	9,71	2,90	68	88	9	1,64	†3,18	4,48
2,70	46	...	2,69	2,01	31	1,21	56	15	2,75	†86	50
2,97	93	7,52	4,33	4,66	83	1,91	1,46	29	9,46	5,97	14
4,01	6,67	30,84	2,61	41	2,32	2,55	5,03	61	...	3,86	6,25
1,60	4,58	2,99	1,41	2,06	3,86	2,99	1,16	48	...	1,89	2
...	27	7,49	...	39	44,20	...	...	6,54	...	...	1,88
...	21,35	4,74	...	18,12	8,49	3	8,84	1,22	...	9,93	11,43
90	58	2,04	...	87	2	...	1,66	9	...	64	21
14,53	25,55	55,71	13,60	17,54	1,46,07	4,60	5,85	8,89	7,41	4,25	6,26
2,41	2,59	...	6,36	6,20	1,17	3,53	1,56	...	5,93	†2,87	24
2,17,40	84,75	1,29,91	3,84,53	96,82	2,45,35	1,40,21	28,63	79,65	3,17,40	42,09	1,42,48

* Including E (*b*), coaching stock and E (*d*), spare parts of coaching and goods stock.
† Including expenditure on stores purchased for Delhi (new capital) Railway works scheme.

APPEN

Value of stores purchased by the Principal Railways during the

A.—Value of stores
B.—Value of imported
C.—Value of stores of

NOTE.—Materials invariably purchased in India, such as coal and coke, stone, bricks, lime,

Classes.	Oudh and Rohilkhand.			South Indian.			Assam-Bengal.		
	A	B	C	A	B	C	A	B	C
(A) Bridge work ...	1,24	9	33	1,48	11	...	6,43	8	3
(B) Engineer's plant excluding petty tools.	...	38	8	15	94	...	21	84	8
(C) Workshop Machinery and Heavy Tools.	...	1,52	...	1,07	96	11	52	49	1
(D) Permanent-way :—									
(*a*) Rails ...	...	...	78	33	...	...	1,09	...	66
(*b*) Steel sleepers ...	...	...	...	...	...	...	...	...	...
(*c*) Cast iron sleepers	...	...	25	9	60	...	...	...	...
(*d*) Wooden sleepers	...	...	16,46	...	...	2,50	...	...	2,31
(*e*) Chairs and Fastenings.	73	2	18	33	8	94	20	...	51
(E) Rolling-stock :—									
(*a*) Locomotives and spare parts.	10,27	16	...	30,31	42	1	2,74	63	8
(*b*) Coaching stock ...	2,64	...	...	11,65	...	...	...	...	...
(*c*) Goods stock ...	5,85	2,00	...	23,96	...	...	17,31	...	...
(*d*) Spare parts Coaching and Goods stock.	15,77	1,22	6	5,03	1,72	5	4,98	11	7
(*e*) Motor cars ...	...	...	...	1	...	...	...	...	...
(F) Building and Station Materials and Fencing.	...	1,01	41	44	2,39	6	92	60	66
(G) Tools and Stores :—									
(*a*) Tools and Cutlery	4	88	10	16	1,02	6	4	89	8
(*b*) Steel (excluding permanent-way materials).	90	1,99	1,93	55	1,41	...	23	98	9
(*c*) Iron (excluding permanent-way materials).	16	58	1,11	1,66	2,30	9	5	37	5
(*d*) Other metals ...	1	67	32	46	52	87	...	34	...
(*e*) Timber ...	...	...	2,88	...	1	4,60	...	..	1,01
(*f*) Oil ..	...	2,26	2,00	...	4,03	4,13	...	1,18	80
(*g*) Portland cement...	...	...	12	...	55	...	...	13	42
(*h*) All other stores ...	29	4,10	3,62	2,43	4,20	41,40	20	3,27	1,80
(H) Electrical plant and materials.	1,26	1,74	...	3,00	85	18	52	76	...
Total ...	39,16	18,56	30,58	83,11	21,51	61,52	35,34	9,57	8,66

DIX 22—*concld.*

financial year 1920-21 showing in thousands of rupees :—

imported direct.
Stores purchased in India.
Indian manufacture or of indigenous origin.
ballast, etc., are not included.

Bengal and North-Western.			Burma.			Rohilkund and Kumaon.			Total expenditure for railways who have reported for 1920-21.		
A	B	C	A	B	C	A	B	C	A	B	C
...	...	...	12,22	33	2	...	...	...	32,59	62	238
...	...	1	...	58	...	...	...	...	4,50	8,00	64
...	4	...	15	1,65	...	42	1	...	29,56	23,74	32
...	...	3,05	...	...	7,09	...	...	4,69	50,77	8	62,46
...	...	...	...	...	...	...	...	...	4,09	...	1
...	...	...	...	...	...	...	...	...	49,15	60	27,00
...	...	7,04	...	...	7,03	...	...	1,98	15,70	14,81	1,56,17
20	...	29	1,85	...	91	43	4	12	50,28	3,43	11,48
3,04	3	...	1,39	15	33	4,34	11	3	6,54,18	23,74	5,60
...	...	...	...	...	...	5	18	1	30,57	74	2,42
*77	*18	*4	3,72	†23	...	98	5	...	3,30,60	6,15	69,32
...	...	...	1,34	...	...	87	2	...	1,87,34	27,78	32,51
...	...	...	...	...	...	23	51	...	82	1,61	...
2	9	13	18	66	59	...	13	...	12,05	26,43	12,39
11	17	5	13	76	...	...	16	4	12,66	12,98	2,17
5	9	...	82	89	...	3	10	...	32,30	35,30	11,60
1,03	96	43	6	12	...	2	57	...	20,62	33,92	47,60
1	27	...	21	46	...	...	27	5	8,19	17,98	8,62
...	...	86	...	...	80	...	...	91	...	75	85,87
...	2,39	77	...	1,02	3,61	...	76	24	3	92,97	53,57
...	1	1	1,28	...	...	...	...	1	3,34	5,19	4,74
5	1,52	2,75	2,96	4,39	5,01	5	5	1,34	62,87	1,28,23	3,02,46
41	24	5	16	36	...	15	24	...	31,20	36,06	2,24
5,69	5,99	15,48	26,47	11,60	25,39	7,57	3,65	9,42	16,23,41	5,01,11	9,01,07

* Including E(*b*), coaching stock.
† Including E(*d*), spare parts of coaching and goods stock.

Number of servants of all races employed on each railway system (open lines only) and the

Railway system.	Number of servants employed.							
	Europeans.		Anglo-Indians.		Indians.		Total.	
	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.
1	2	3	4	5	6	7	8	9
Bengal-Nagpur	617	647	989	1,074	53,050	55,555	54,456	57,276
Bombay, Baroda and Central India	671	683	725	793	65,300	70,323	66,696	71,799
Eastern Bengal	333	329	527	549	43,946	46,972	44,806	47,850
East Indian	1,569	1,423	1,506	1,580	118,705	118,435	1,21,780	121,438
Great Indian Peninsula	1,425	1,417	1,430	1,526	102,729	114,85	1,05,584	117,328
Madras and Southern Mahratta	250	253	1,824	2,092	44,276	47,579	46,350	49,924
Nizam's Guaranteed State	87	96	346	365	13,460	13,777	13,893	14,288
North Western	1,108	1,124	878	993	107,765	114,784	109,751	116,901
Oudh and Rohilkhand	245	264	336	235	27,698	27,186	28,279	27,715
South Indian	181	188	†1,172	1,306	†28,028	29,326	29,381	30,820
Assam-Bengal	76	80	244	239	11,146	11,405	11,466	11,724
Bengal and North-Western	117	122	195	201	23,974	24,210	24,286	24,533
Bengal Dooars	7	7	2	2	1,509	1,587	1,518	1,596
Bhavnagar State	1	3	13	18	2,029	2,090	2,043	2,111
Burma	130	140	515	536	19,889	21,150	20,534	21,826
Dibru-Sadiya	15	15	...	...	2,062	2,126	2,077	2,141
Gondal	1	1	11	11	1,846	1,908	1,858	1,920
Jamnagar	1	1	...	...	380	341	381	342
Jodhpur-Bikaner	18	19	18	19	8,185	9,745	8,221	9,783
Junagad State	1	1	4	5	874	957	879	963
Morvi	...	1	...	...	621	647	621	648
Mysore‡	†3	3	†31	28	†2,587	2,686	†2,621	2,717
Rohilkund and Kumaon	31	32	80	27	5,143	5,591	5,204	5,650
Udaipur-Chitorgarh	1	1	...	...	366	378	367	379
Ahmadpur-Katwa	...	...	...	...	186	199	186	199
Arakan Light	...	...	...	1	150	171	150	172
Arrah-Sasaram Light	1	1	3	3	303	305	307	309
Bangalore-Chik Ballapur Light ††	...	...	...	...	...	...	...	...
Bankura-Damoodar River	3	3	...	1	404	352	407	356
Baraset-Basirhat Light	...	...	...	1	410	429	410	430
Barsi Light	5	5	28	26	904	968	937	999
Bengal Provincial	...	...	1	1	294	295	295	296
Bukhtiarpur-Bihar Light	...	...	1	1	236	214	237	215
Burdwan-Katwa	...	...	1	...	280	295	281	295
Champaner-Shivrajpur-Pani Light§	2	1	...	...	515	515	517	516
Cutch State	1	1	...	...	215	195	216	196
Dehri-Rohtas Light	...	...	2	2	240	261	242	263
Dholpur-Bari	1	1	...	...	282	302	283	303
Godhra-Lunavada ¶	...	...	...	...	...	...	...	...
Jessore-Jhenidah	...	...	1	1	208	223	209	224
Kalighat-Falta	...	...	...	...	248	274	248	274
Kolar District††	...	...	...	...	...	...	...	...
Madaya Light	...	...	...	2	73	133	73	135
Nadiad-Kapadvanj ¶	...	...	...	...	...	...	...	...
Shahdara (Delhi)-Saharanpur Light	4	4	...	...	731	770	735	774
Tezpore-Balipara Light	3	3	1	1	253	248	257	252
Darjeeling-Himalayan	26	23	20	18	1,924	1,903	1,970	1,944
Gwalior Light	3	3	2	1	524	536	529	540
Howrah-Amta Light	4	4	8	7	734	825	746	836
Howrah-Sheakhala Light	...	...	...	...	190	197	190	197
Jagadhri Light	...	...	...	...	46	46	46	46
Jorhat (Provincial)	1	1	...	...	210	214	211	215
Kulasekarapatnam Light	1	1	2	4	141	139	144	144
Mysore Light ††	...	...	...	...	...	...	...	...
Total	†6,943	6,901	†10,866	11,699	†695,269	733,152	713,078	751,752

DIX 23.

amounts deposited by them in the Provident Fund at the close of the financial year 1920-21.

Number of depositors in the Provident Fund.		Amount at credit in the Provident Fund on the 31st March 1921, including interest to that date.				Remarks.
Voluntary.	Compulsory.	Voluntary.	Compulsory.	Bonus given by the Railway.	Total to depositors' credit.	
10	11	12	13	14	15	16
		Rs.	Rs.	Rs.	Rs.	
1,024	12,082	2,47,267	68,01,144	64,74,994	1,35,23,405	
514	17,232	1,46,148	1,07,04,140	1,04,11,697	2,12,61,985	
711	12,146	91,762	57,74,639	5117 620	1,09,84,021	
6,882	25,618	†	*	*	3,27,03,647	* Amounts under voluntary and compulsory deposits and bonus given by railway are not available.
...	28,619	...	*	*	3,00,25,000	
...	17,460	...	90,26,448	58,17,142	1,48,43,590	
...	3,330	...	15,50,346	15,01,855	30,52,201	
680	17,747	1,49,245	1,20,74,795	1,16,64,015	2,38,88,055	
189	4,774	36,799	30,69,228	29,72,116	60,78,188	
56	10,726	16,553	44,44,320	42,27,863	86,88,736	†Revised.
...	5,340	...	16,51,591	13,29,790	29,81,381	
10	4,611	796	20,81,725	20,25,068	41,07,559	
...	309	...	1,61,616	1,26,509	2,88,125	
192	436	29,283	1,75,215	1,58,508	3,63,006	
...	4,826	...	38,86,995	35,99,612	74,86,607	
...	...	...	...	...	...	
20	307	2,865	87,163	80,039	1,70,067	
7	73	4,318	26,684	24,630	55,632	
101	1,699	15,866	4,63,097	4,23,677	9,02,640	
69	220	7,482	55,734	55,787	1,19,803	
...	500	...	40,013	7,431	47,441	
6	712	609	1,94,076	41,967	2,36,652	‡ Includes the Bangalore-Chik Ballapur Light, Kolar district and Mysore Light railways.
3	953	331	5,25,221	5,24,145	10,49,697	
...	51	...	26,817	25,932	52,749	
...	...	...	...	...	...	
...	79	...	3,243	3,188	6,431	
...	47	...	17,499	14,701	32,200	
...	...	...	...	...	...	†† Included with the Mysore railway.
...	...	...	...	...	...	
...	96	...	15,373	14,867	30,240	
...	383	...	85,661	77,104	1,62,765	
...	95	...	14,122	7,635	21,757	
...	45	...	6,320	6,085	12,405	
...	...	...	...	...	...	§ Includes the Godhra-Lunavada and Nadiad-Kapadvanj railways.
...	135	...	20,592	15,242	35,834	
...	...	...	...	...	...	
...	67	...	1,961	2,096	4,057	
...	...	...	...	...	...	
...	...	...	...	...	...	¶Included with the Champaner-Shivrajpur-Pani Light railway.
...	...	...	...	...	...	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	...	...	...	...	...	
...	177	...	48,311	46,443	94,754	
...	...	...	...	...	...	
...	388	...	2,16,291	‡‡2,29,547	4,45,838	‡‡Includes interest on compulsory deposits and bonus.
...	30	...	8,568	9,887	18,475	
...	291	...	78,093	76,789	1,54,882	
...	15	...	5,293	4,743	10,041	
...	...	...	...	...	...	
8	74	1,014	34,822	24,430	60,266	
...	...	...	...	...	...	
...	...	...	...	...	...	
10,472	171,623	7,50,338	6,83,76,973	5,71,43,164	18,39,99,145	

APPENDIX 24.

Strength and cost of the Police force, including watch jemadars and watchmen, on each railway system (open lines) for the financial year 1920-21.

Railway system.	Number of Subordinate officers of (i) Government and (ii) Railway Police.	Number of (i) Government Constables and (ii) Railway Watchmen.	Portion of the total annual cost borne by the Railway Administration.				Cost of total force to the Railway Administration.		Remarks.
			Supervision.	(i) Government Constables and (ii) Railway Watchmen.	Contingencies.	Total cost to the railway.	Per mile open.	Per train mile.	
1	2	3	4	5	6	7	8	9	10
	Average No.	Average No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
Bengal-Nagpur	*	*	27,268	1,62,172	5,571	1,95,011	72·53	0·02	
Bombay, Baroda and Central India	192	2,969	1,42,446	3,67,455	12,976	5,42,877	130·42	0·03	
Eastern Bengal	186	1,446	...	1,26,607	15,514	1,42,121	61·98	0·02	
East Indian	16	2,129	2,22,291	3,29,533	63,563	6,15,387	222·11	0·02	
Great Indian Peninsula	*	*	2,27,002	1,96,870	21,795	4,45,667	142 79	0·02	
Madras and Southern Mahratta	18	1,120	2,14,558	1,74,916	16,147	4,05,621	133·98	0·03	
Nizam's Guaranteed State	70	527	68,812	1,15,866	25,294	2,09,972	234·00	0·08	
North Western	...	3,014	...	6,90,225	1,276	6,91,501	125·26	0·04	
Oudh and Rohilkhand	...	730	...	93,298	7,202	1,00,500	63·11	0·02	
South Indian	...	474	...	2,56,502	...	2,56,502	138·46	0·03	
Assam-Bengal	*	285	43,644	56,380	4,191	1,06,215	104·04	0·04	
Bengal and North-Western	1	614	†—26,794	12,295	†—1,006	†—12,595	†—6·10	†—0·002	
Bengal Dooars	1	31	...	3,434	...	3,434	21·71	0·01	
Bhavnagar State	...	75	...	26,862	...	26,862	133·57	0·06	
Burma	48	614	1,28,000	54,196	2,951	1,85,147	114·16	0·03	
Dibru-Sadiya	1	9	1,680	4,020	60	5,760	63·12	0·02	
Gondal	16	67	...	18,563	...	18,563	80·37	0·03	
Jamnagar	1	12	...	3,431	...	3,431	68·23	0·04	
Jodhpur-Bikaner	8	241	23,390	16,440	158	39,988	30·04	0·02	
Junagad State	...	14	3,091	7,898	700	11,689	83·84	0·06	
Morvi	5	20	...	11,108	...	11,108	119·65	0·04	
Mysore and Birur-Shimoga	15	110	1,698	30,088	441	32,217	133·37	0·06	
Rohilkund and Kumaon	10	261	2,613	33,932	—1,680	38,225	66·47	0·04	
Arakan Light	...	1	...	192	...	192	1·05	0·01	
Arrah-Sasaram Light	...	9	...	1,068	...	1,068	16·43	0·01	
Bangalore-Chik Ballapur Light, and Kolar District.	6	50	605	11,009	300	11,914	92·39	0·03	
Baraset-Basirhat Light	...	6	...	1,478	...	1,478	34·06	0·01	
Barsi Light	...	43	...	5,802	...	5,802	49·38	0·03	
Bukhtiarpur-Bihar Light	...	11	...	1,546	...	1,546	46·84	0·02	
Champaner-Shivrajpur-Pani Light	...	5	...	1,325	...	1,325	39·56	0·03	
Dehri-Rohtas Light	...	8	1,020	...	...	1,020	42·80	0·02	
Dholpur-Bari	...	7	...	509	15	524	10·15	0·01	
Godhra-Lunavada	...	4	...	1,278	...	1,278	50·22	0·03	
Madaya Light	...	5	...	1,332	...	1,332	33·25	0·04	
Nadiad-Kapadvanj	...	8	...	3,870	...	3,870	128·74	0·09	
Shahdara (Delhi)-Saharanpur Light	...	31	...	3,157	...	3,157	34·13	0·03	
Darjeeling-Himalayan	...	4	...	1,087	...	1,087	7·42	...	
Gwalior Light	5	47	6,456	...	304	6,760	27·04	0·02	
Howrah-Amta Light	...	17	...	3,001	...	3,001	68·59	0·01	
Howrah-Sheakhala Light	...	2	...	360	...	360	17·00	0·01	
Jagadhri Light	...	5	...	660	...	660	199·57	0·04	

*Details are not available owing to a lump sum paymen to Government for "crime and order" police.
†The *minus* figures are chiefly due to adjustments on account of adoption of the revised method of appointment of the cost of "crime and order" police and "watch and ward" staff between Government and the Company.

APPENDIX 25.

Transactions of the Fine Funds for the financial year 1920-21.

Railway system.	Assets.				Disbursements.						Balance on 31st March 1921.
	Balance on 31st March 1920.	Fines and bonus forfeited during 1920-21.	Interest on balance.	Total.	Hospitals for sick employés.	Compassionate allowances.	Schools.	Recreation clubs.	Miscellaneous.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	90,820	50,015	1,488	1,42,323	1,727	3,585	11,610	22,828	2,861	42,611	99,712
Bombay, Baroda and Central India	31,544	23,718	1,019	56,281	...	1,269	...	5,905	1,487	8,661	47,620
Eastern Bengal	6,180	14,088	211	20,479	...	...	...	9,640	3,669	13,309	7,170
East Indian	1,85,485	1,11,986	8,666	3,06,136	1,100	3,022	15,907	25,411	49,257	94,697	2,11,439
Great Indian Peninsula	56,907	54,953	1,028	1,12,888	...	...	2,280	19,690	18,759	40,729	72,159
Madras and Southern Mahratta	55,103	10,938	2,351	68,392	...	901	133	1,574	7,164	9,772	58,620
Nizam's Guaranteed State	31,134	3,895	2,525	37,554	5,455	...	...	4,563	993	11,011	26,543
North Western	1,10,722	46,547	934	1,58,203	...	...	10,309	26,511	18,740	55,560	1,02,643
Oudh and Rohilkhand	12,144	10 214	374	22,732	...	...	2,025	1,420	11,629	15,074	7,658
South Indian	81,184	11,682	3,079	95,945	...	75	...	5,761	9,077	14,913	81,032
Assam-Bengal	16,097	14,189	752	31,038	...	...	7,612	5,473	1,803	14,888	16,150
Bengal and North-Western	11,690	14,371	...	26,061	234	362	3,369	6,000	5,058	15,023	11,038
Bengal Dooars	2,908	1,199	84	4,191	...	...	720	330	119	1,169	3,022
Bhavnagar State	754	1,452	49	2,255	...	189	50	250	715	1,204	1,051
Burma	6,173	16,189	...	22,362	...	...	2,128	9,989	2,060	14,177	8,185
Gondal	2,080	791	71	2,942	...	...	...	350	40	390	2,552
Jamnagar	642	22	21	685	...	...	...	...	...	...	685
Jodhpur-Bikaner	3,947	7,734	116	10,897	795	100	3,343	1,574	1,125	6,937	3,960
Junagad State	959	147	25	1,131	...	...	...	210	11	221	910
Morvi	1,889	327	...	2,216	...	...	225	...	...	225	1,991
Rohilkund and Kumaon	55,260	26,569	1,696	83,525	...	...	1,363	2,470	21,668	25,501	58,024
Udaipur-Chitorgarh	1,119	43	...	1,162	...	...	...	...	...	...	1,162
Arakan Light	61	43	...	104	...	...	...	...	...	...	104
Arrah-Sasaram Light	189	97	...	286	...	...	...	...	...	...	286
Mysore, including Birur-Shimoga, Bangalore-Chik Ballapur Light, Kolar District and Mysore Light.	1,394	548	48	1,990	...	...	...	205	...	205	1,785
Baraset-Basirhat Light	74	83	...	157	...	...	...	...	4	4	153
Barsi Light	1,553	355	...	1,908	...	...	...	116	4	120	1,788
Bengal Provincial	...	43	...	43	43	...	...	...	...	43	...
Bukhtiarpur-Bihar Light	44	50	...	94	...	...	...	...	6	6	88
Champaner-Shivrajpur-Pani Light, Godhra-Lunavada and Nadiad-Kapadvanj.	630	264	...	894	...	...	...	...	...	...	894
Dehri-Rohtas Light	307	46	...	353	...	...	...	...	...	...	353
Dholpur-Bari	238	139	...	377	...	...	...	...	204	204	173
Shahdara (Delhi)-Saharanpur Light	1,241	231	12	1,484	...	...	...	...	...	...	1,484
Tezpore-Balipara Light	283	73	...	356	...	...	...	...	...	...	356
Darjeeling-Himalayan	1,656	69	29	1,754	...	...	...	600	2	602	1,152
Howrah-Amta Light	73	139	...	212	...	...	...	...	4	4	208
Howrah-Sheakhala Light	6	6	...	12	...	...	...	...	1	1	11
Jagadhri Light	226	45	...	271	...	...	...	...	...	...	271
Jorhat (Provincial)	579	27	15	621	...	...	...	300	...	300	21

APPEN

Number of persons reported, during the twelve months ended the 31st March 1921, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	PASSENGERS.					
	From accidents to trains, etc.—See Appendices 27 and 28.	Killed	4	26	1	...
		Injured	24	41	...	10
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
	From falling between trains and platforms ...	Killed	...	8	...	24
		Injured	6	12	...	28
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed	2	7	...	2
		Injured	3	31	3	31
3	Whilst crossing the line at stations ...	Killed	1	6	1	10
		Injured	3	4	...	3
4	By closing of carriage doors	Killed	...	...	...	...
		Injured	1	5	...	...
5	Falling or jumping out of carriages during the travelling of trains.	Killed	11	15	9	21
		Injured	47	141	16	60
6	Other accidents	Killed	...	2	...	9
		Injured	...	24	...	11
	TOTAL ...	Killed	14	38	10	66
		Injured	60	217	17	133
	TOTAL PASSENGERS ...	Killed	18	64	11	66
		Injured	84	258	17	143
	SERVANTS.					
	From accidents to trains, etc.—See Appendices 27 and 28.	Killed	7	...	1	1
		Injured	22	9	3	44
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.					
1	Whilst coupling or uncoupling vehicles ...	Killed	2	5	...	2
		Injured	8	11	2	12
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	2	...	...	...
		Injured	3	...	...	...
3	Whilst passing over or standing upon buffers during shunting.	Killed	1	...	...	...
		Injured	1	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed	...	...	...	2
		Injured	3	4	...	4
5	Whilst braking, spragging, or chocking wheels	Killed	...	...	...	...
		Injured	...	...	...	3
6	Whilst attending to ground points, marshalling trains, etc.	Killed	...	...	...	...
		Injured	2	...	...	1
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	...	...	...	...
		Injured	1	...	...	2
8	By other accidents during shunting operations not included in the preceding.	Killed	1	...	3	2
		Injured	5	1	8	3
	Carried over ...	Killed	6	5	3	6
		Injured	23	16	10	25

DIX 26.

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.	Serial number.
2	13	...	1	42	47	...	4	
20	20	...	9	65	34	8	18	
7	2	...	33	4	1	...	...	1
4	1	...	26	3	1	...	...	
6	5	...	7	4	11	...	5	2
3	8	...	7	11	17	...	2	
7	3	...	2	...	1	...	1	3
...	1	...	2	2	...	...	2	
...	...	...	10	...	...	...	...	4
...	...	...	6	...	...	...	...	
25	12	...	103	12	12	2	...	5
40	60	37	205	35	59	11	54	
8	...	...	...	1	...	...	1	6
8	...	1	...	3	5	1	...	
53	22	...	155	21	25	2	7	
55	70	38	243	54	82	12	58	
55	35	...	156	63	72	2	11	
75	90	38	255	119	116	20	76	
7	...	...	16	1	1	2	...	
58	1	...	26	1	10	2	5	
2	...	...	13	...	...	...	...	1
13	1	5	22	1	6	3	1	
...	...	...	...	...	...	...	...	2
...	...	...	...	2	...	...	1	
...	...	...	...	...	...	...	...	3
...	...	1	...	1	1	...	...	
2	2	...	...	...	1	...	...	4
7	1	...	7	1	...	2	1	
...	...	...	1	...	...	...	...	5
6	...	2	1	...	1	...	...	
1	...	...	...	1	...	...	...	6
...	...	...	...	...	...	...	...	
...	...	...	...	...	1	...	...	7
...	...	2	...	...	...	...	...	
5	2	1	11	1	1	...	...	8
21	1	2	14	...	12	...	2	
10	4	1	25	2	3	...	...	
47	3	12	44	5	20	5	5	

APPEN

Number of persons reported, during the twelve months ended the 31st March 1921, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal-Nagpur.	Bombay, Baroda and Central India.	Eastern Bengal.	East Indian.
	SERVANTS - *concld.*					
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*					
	Brought forward ...	Killed	6	5	3	6
		Injured	23	16	10	25
9	From falling off engines, etc., during the travelling of trains.	Killed	...	...	...	1
		Injured	2	8	5	10
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed	...	...	...	...
		Injured	2	...	...	1
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed	2	1	4	1
		Injured	5	3	2	20
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed	...	2	...	1
		Injured	...	3	1	7
13	Whilst working on the permanent-way, sidings, etc.	Killed	...	1	2	11
		Injured	...	...	...	7
14	Whilst attending to gates at level-crossings ...	Killed	1	5	1	4
		Injured	...	4	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed	9	18	1	41
		Injured	18	23	2	26
16	From being caught between vehicles ...	Killed	...	...	...	13
		Injured	...	...	...	4
17	From falling or being caught between trains and platforms, walls, etc.	Killed	3	...	...	2
		Injured	11	...	...	10
18	Whilst walking, etc., on the line on the way home or to work.	Killed	...	6	...	8
		Injured	...	4	...	8
19	Miscellaneous	Killed	2	9	3	5
		Injured	9	25	6	7
	TOTAL ...	Killed	23	47	14	93
		Injured	70	86	26	125
	TOTAL SERVANTS ...	Killed	30	47	15	94
		Injured	92	95	29	169
	OTHERS.					
1	Whilst passing over the railway at level crossings.	Killed	11	9	1	6
		Injured	5	11	3	8
2	Trespassers	Killed	96	153	160	233
		Injured	48	83	48	51
3	Suicides	Killed	28	12	...	59
		Injured	3	...	...	...
4	Miscellaneous	Killed	88	4	...	7
		Injured	22	4	...	9
	TOTAL OTHERS ...	Killed	223	178	161	305
		Injured	78	98	51	68
	TOTAL ALL CLASSES ...	Killed	271	289	187	465
		Injured	254	451	97	280

DIX 26—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Great Indian Peninsula.	Madras and Southern Mahratta.	Nizam's Guaranteed State.	North-Western.	Oudh and Rohilkhand.	South Indian.	Assam-Bengal.	Bengal and North-Western.	Serial number.
10	4	1	25	2	3	...	...	
47	3	12	44	5	20	5	5	
8	8	1	13	1	1	...	...	9
8	10	...	26	1	4	...	2	
...	...	1	...	...	...	...	...	10
6	...	1	...	...	...	...	...	
7	1	...	6	1	2	...	...	11
17	...	1	9	5	2	1	...	
...	...	...	...	...	...	...	...	12
29	...	...	3	2	8	...	...	
6	...	2	2	...	...	...	...	13
1	2	3	4	1	...	...	...	
2	1	2	2	1	...	...	...	14
1	...	...	3	...	...	...	2	
32	1	2	37	6	...	...	...	15
17	1	...	20	10	3	2	...	
2	...	1	...	1	...	...	...	16
3	1	...	...	...	...	1	...	
4	4	...	...	...	...	...	...	17
1	2	1	1	...	...	...	1	
7	...	1	2	4	1	...	...	18
3	2	...	1	2	...	...	...	
4	3	1	2	...	...	1	...	19
10	7	16	3	1	8	2	...	
77	22	12	89	16	7	1	...	
143	28	34	114	27	45	11	10	
84	22	12	105	17	8	3	...	
201	29	34	140	28	55	13	15	
5	5	...	2	...	1	...	1	1
3	5	...	1	...	5	...	...	
199	116	18	173	64	79	31	116	2
37	32	5	49	15	20	20	39	
27	17	1	11	34	25	4	2	3
1	...	...	...	3	3	2	1	
2	...	...	...	1	9	9	1	4
1	...	2	...	2	5	4	3	
233	138	19	186	99	114	44	120	
42	37	7	50	20	33	26	43	
372	195	31	447	179	194	49	181	
318	156	79	415	167	204	59	134	

Number of persons reported, during the twelve months ended the 31st March 1921, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal Dooars.	Bhavnagar State.	Burma.	Dibru-Sadiya.	Gondal.	Jamnagar.
	PASSENGERS.							
	From accidents to trains, etc.—See Appendices 27 and 28.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	From falling between trains and platforms ...	Killed ...	...	...	3	...	...	...
		Injured ...	...	...	2	...	...	...
2	Falling on to the platform, ballast, etc., when getting into or out of trains.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	3	...	...	...
3	Whilst crossing the line at stations ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
4	By closing of carriage doors	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
5	Falling or jumping out of carriages during the travelling of trains.	Killed ...	...	...	5	...	...	...
		Injured ...	...	1	25	...	2	2
6	Other accidents	Killed ...	10	...	...	...	...	...
		Injured ...	1	1	...	...	1	...
	TOTAL ...	Killed ...	10	...	8	...	...	...
		Injured ...	1	2	30	...	3	2
	TOTAL PASSENGERS ...	Killed ...	10	...	8	...	...	...
		Injured ...	1	2	30	...	3	2
	SERVANTS.							
	From accidents to trains, etc.—See Appendices 27 and 28.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	2	...	...	...
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.							
1	Whilst coupling or uncoupling vehicles ...	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	6	...	...	...
2	By coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc, standing on adjacent lines.	Killed ...	...	...	...	1	...	...
		Injured ...	...	...	...	...	1	...
3	Whilst passing over or standing upon buffers during shunting.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	3	...	...	...
4	When getting on or off, or falling off, engines, wagons, etc., during shunting.	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	8	...	1	...
5	Whilst braking, spragging, or chocking wheels	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	2	...	...	...
6	Whilst attending to ground points, marshalling trains, etc.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	3	...	...	...
7	Whilst moving vehicles by capstans, turntables, props, etc., during shunting.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
8	By other accidents during shunting operations not included in the preceding.	Killed ...	...	...	1	...	...	...
		Injured ...	...	...	5	1	...	...
	Carried over ...	Killed ...	...	...	3	1	...	...
		Injured ...	...	...	27	1	2	...

DIX 26—*contd.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Jodhpur-Bikaner.	Junagad State.	Morvi.	Mysore Railways.	Rohilkund and Kumaon.	Udaipur-Chitorgarh.	2'6" and 2'0" gauge lines worked independently and not included in the previous railway systems.		TOTAL ALL GAUGES.		Serial number.
						Total.	Total previous year.	1920-21.	1919-20.	
...	...	...	...	3	...	...	6	143	85	
...	...	...	...	16	...	10	18	275	241	
...	...	...	...	...	...	...	...	82	75	1
...	...	...	...	...	...	...	...	83	115	
...	...	...	...	2	...	1	...	52	25	2
1	...	...	...	1	...	1	1	120	132	
...	...	...	...	...	...	...	...	32	40	3
...	...	...	...	...	...	...	...	17	38	
...	...	...	...	...	...	...	...	10	8	4
...	...	...	...	...	...	...	...	12	76	
...	...	...	...	3	...	...	...	230	204	5
20	5	1	4	14	...	6	8	845	806	
...	...	...	...	...	...	2	...	33	33	6
1	...	...	...	1	...	...	3	58	47	
...	...	...	...	5	...	3	...	439	385	
22	5	1	4	16	...	7	12	1,135	1,171	
...	...	...	...	8	...	3	6	582	470	
22	5	1	4	32	...	17	30	1,410	1,395	
...	...	...	...	1	...	...	...	37	49	
1	...	...	...	...	...	4	17	138	223	
...	...	...	...	...	...	...	...	25	22	1
1	...	...	...	1	...	...	...	93	98	
...	...	...	...	...	...	...	...	3	2	2
...	...	...	...	...	...	...	...	7	4	
...	...	...	...	...	...	...	...	1	1	3
...	...	...	...	...	...	...	...	7	5	
1	...	...	...	...	...	...	...	9	6	4
1	...	...	1	...	...	1	...	42	42	
...	...	...	...	...	...	...	...	1	5	5
...	...	...	...	...	...	...	...	15	13	
...	...	...	...	1	...	...	...	3	2	6
...	...	...	...	...	...	...	...	6	10	
...	...	...	...	...	...	...	...	1	2	7
...	...	...	...	...	...	...	...	5	1	
1	...	...	1	1	...	...	...	31	32	8
5	...	1	...	...	...	...	...	81	89	
2	...	...	1	2	...	...	...	74	7	
7	...	1	1	1	...	1	...	256	262	

Number of persons reported, during the twelve months ended the 31st March 1921, as killed upon railways, distinguishing between passengers, railway servants and other accidents occasioning the

Serial number.	Particulars.	Killed and injured.	Bengal-Dooars.	Bhavnagar State.	Burma.	Dibru-Sadiya.	Gondal.	Jamnagar.
	SERVANTS—*concld.*							
	FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.—*concld.*							
	Brought forward ...	Killed	...	...	3	1	...	...
		Injured ...	...	...	27	1	2	...
9	From falling off engines, etc., during the travelling of trains.	Killed ...	...	...	2	...	...	...
		Injured ...	...	...	3	...	...	...
10	By coming in contact with over-bridges, or erections on the sides of the line during the travelling of trains.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	1	...	...	...
11	When getting on or off engines, vans, etc., during the travelling of trains.	Killed ...	...	...	2	...	1	...
		Injured ...	...	...	3	...	...	...
12	Whilst attending to or by the failure of machinery, etc., of engines in steam.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	3	...	...	...
13	Whilst working on the permanent-way, sidings, etc.	Killed ...	...	...	2	...	...	...
		Injured ...	...	...	3	...	...	...
14	Whilst attending to gates at level-crossings ...	Killed ...	...	...	...	...	1	...
		Injured ...	...	...	...	...	...	...
15	Whilst walking, crossing, or standing on the line on duty.	Killed ...	...	...	3	...	...	...
		Injured ...	...	...	3	...	...	...
16	From being caught between vehicles ...	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	...	...	...	...
17	From falling or being caught between trains and platforms, walls, etc.	Killed ...	...	...	...	...	...	...
		Injured ...	...	...	1	...	...	...
18	Whilst walking, etc., on the line on the way home or to work.	Killed ...	...	...	2	1	...	...
		Injured ...	...	...	...	...	...	...
19	Miscellaneous	Killed ...	...	...	1	...	...	...
		Injured ...	...	1	6	...	...	...
	TOTAL ...	Killed ...	...	...	15	2	2	...
		Injured ...	...	1	50	1	2	...
	TOTAL SERVANTS ...	Killed ...	...	...	15	2	2	...
		Injured ...	...	1	52	1	2	...
	OTHERS.							
1	Whilst passing over the railway at level crossings.	Killed ...	1	...	5	...	1	...
		Injured ...	...	...	4	...	...	...
2	Trespassers	Killed ...	9	1	55	9	...	...
		Injured ...	1	...	46	3	2	...
3	Suicides	Killed ...	...	...	5	...	...	1
		Injured ...	...	...	...	...	...	...
4	Miscellaneous	Killed ...	...	...	...	...	1	...
		Injured ...	...	...	3	...	...	...
	TOTAL OTHERS ...	Killed ...	10	1	65	9	2	1
		Injured ...	1	...	53	3	2	...
	TOTAL—ALL CLASSES ...	Killed ...	20	1	88	11	4	1
		Injured ...	2	3	135	4	7	2

DIX 26—*concld.*

or injured in India by the travelling of trains or the movement of vehicles used exclusively persons, and classifying, as far as practicable, the nature and causes of the death or injury.

Jodhpur-Bikaner.	Junagad State.	Morvi.	Mysore Railways.	Rohilkund and Kumaon.	Udaipur-Chitorgarh.	2′ 6″ and 2′ 0″ Gauge lines worked independently and not included in the previous railway systems.		Total all gauges.		Serial number.
						Total.	Total previous year.	1919-20.	1920-21.	
2	...	...	1	2	...	...	...	74	72	
7	...	1	1	1	...	1	...	256	262	
...	...	...	...	...	...	...	2	30	20	9
1	...	...	...	...	...	2	6	82	68	
...	...	...	...	...	...	...	...	1	5	10
...	...	...	...	...	...	...	...	11	7	
...	...	...	...	...	...	1	...	29	29	11
...	...	...	...	...	...	3	2	71	91	
...	...	...	...	...	...	...	...	3	4	12
...	...	...	...	...	...	...	...	56	55	
...	...	...	...	...	...	...	...	26	26	13
...	...	...	...	...	...	1	...	22	16	
...	...	...	...	...	...	...	...	20	16	14
...	...	...	...	...	...	...	...	10	10	
...	...	...	...	1	...	1	...	152	138	15
2	...	...	...	...	...	...	1	127	119	
...	...	...	...	...	...	...	...	17	11	16
...	...	...	...	...	...	1	...	10	16	
...	...	...	...	1	...	...	...	14	14	17
1	...	...	...	1	...	...	...	30	22	
...	...	...	...	...	...	...	...	32	20	18
1	...	...	...	...	...	1	...	22	22	
...	...	...	...	1	...	...	...	32	46	19
...	...	...	...	...	...	1	3	102	114	
2	...	...	1	5	...	2	2	430	401	
12	...	1	1	2	...	10	12	799	800	
2	...	...	1	6	...	2	2	467	450	
13	...	1	1	2	...	14	29	937	1,023	
...	...	...	...	...	...	...	...	48	47	1
...	...	...	...	...	...	...	...	45	52	
31	2	1	2	13	...	16	17	1,557	1,750	2
9	...	2	...	4	...	12	11	526	572	
...	...	...	...	1	...	9	10	286	285	3
...	...	...	...	...	...	...	1	13	17	
...	...	...	...	1	...	3	...	126	169	4
...	...	...	...	2	...	1	3	58	69	
11	2	1	2	15	...	28	27	1,967	2,251	
9	...	2	...	6	...	13	15	642	690	
13	2	1	3	29	...	33	35	3,016	3,171	
44	5	4	5	40	...	44	74	3,089	3,108	

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	BENGAL-NAGPUR.									
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	3	3	...	3	...	...	...	3
3. Collisions between goods trains or parts of goods trains.	...	33	33	...	6	...	2	...	8
4. Collisions between light engines ...	...	4	4	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	2	10	12	4	8	1	...	5	8
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	39	39	...	...	1	2	1	2
7. Trains or engines travelling in the wrong direction through points.	...	39	39	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	34	34	...	...	...	1	...	1
9. Trains running over cattle on the line.	...	139	139	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	65	65	...	...	...	8	...	8
11. Trains running through gates at level-crossings.	...	10	10	*5	*4	...	...	5	4
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12. (a). The bursting of tubes, etc., of engines.	...	12	12	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	1	1	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	1	1	...	...	...	...	...	...
16. Ditto of axles	...	10	10	...	...	...	3	...	3
17. Ditto of brake apparatus ...	...	3	3	...	...	...	...	...	...
18. Ditto of couplings ...	...	427	427	...	...	...	4	...	4
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	1	2	3	...	...	4	...	4	...
20. Broken rails	...	52	52	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	1	1	2	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	1	12	13	...	7	1	...	1	7
23. Fire in trains	...	28	28	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	32	32	...	...	...	1	...	1
25. Other accidents	...	50	50	*1	*1	...	1	1	2
Total all classes ...	5	1,037	1,042	†10	‡29	7	22	17	51

* Not passenger(s).
† Of these 6 were not passengers.
‡ Of these 5 were not passengers.

DIX 27.

ended the 31st March 1921, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

Bombay, Baroda and Central India.									Eastern Bengal.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
1	4	5	26	41	...	...	26	41	2	...	2	...	...	...	...	...	...	2
1	48	49	...	...	...	5	...	5	...	9	9	...	...	...	...	...	...	3
...	5	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
1	49	50	...	...	...	...	...	...	11	...	11	1	...	1	3	2	3	5
7	911	918	...	...	...	...	...	...	...	28	28	...	...	...	...	...	...	6
...	10	10	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	317	317	...	...	...	...	...	...	...	284	284	...	...	...	...	...	...	9
6	22	28	...	*3	...	...	...	3	2	11	13	...	*2	...	...	...	3	10
...	4	4	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	26	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	351	351	...	...	...	...	...	...	...	52	52	...	...	...	...	...	...	13
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
1	7	8	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	16
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	376	376	...	...	...	...	...	...	...	104	104	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	55	55	...	...	...	...	...	...	...	9	9	...	...	...	...	...	...	20
2	9	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1	46	47	...	...	...	2	...	2	...	6	6	...	...	...	...	...	...	23
...	9	9	...	...	...	...	...	...	1	5	6	...	...	...	...	...	...	24
...	132	132	...	...	...	1	...	1	...	1	1	...	...	...	...	...	...	25
20	2,888	2,908	26	†44	...	9	26	53	16	512	528	1	*3	1	3	2	6	

* Not passengers.
† Three of these were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	East Indian.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	1	1	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	6	2	8	...	10	1	14	1	24
3. Collisions between goods trains or parts of goods trains.	2	4	6	...	...	...	2	...	2
4. Collisions between light engines ...	3	2	5	...	...	...	3	...	3
5. Passenger trains or parts of passenger trains leaving the rails.	2	7	9	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	6	17	23	...	...	...	8	...	8
7. Trains or engines travelling in the wrong direction through points.	...	9	9	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	688	688	...	...	...	...	...	...
10. Trains running over obstructions on the line.	5	23	28	*3	*7	...	...	3	7
11. Trains running through gates at level-crossings.	...	1	1	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	1	1	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	47	47	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	129	129	...	...	...	...	...	...
14. The failure of tyres	...	2	2	...	...	...	...	...	...
15. Ditto of wheels	...	2	2	...	...	...	...	...	...
16. Ditto of axles	4	29	33	...	...	...	2	...	2
17. Ditto of brake apparatus ...	...	5	5	...	...	...	...	...	...
18. Ditto of couplings ...	2	781	783	...	...	...	5	...	5
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	7	7	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	1	...	1	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	2	2	...	...	...	...	...	...
23. Fire in trains	3	42	45	...	...	...	1	...	1
24. Fire at stations, or involving injury to bridges or viaducts.	2	...	2	...	...	...	3	...	3
25. Other accidents	5	100	105	...	...	...	6	...	6
Total all classes ...	41	1,901	1,942	*3	†17	1	44	4	61

* Not passengers.
† Of these 7 were not passengers.

DIX 27—*contd.*

ended the 31st March 1921, as having occurred on the several railways open for traffic in *and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GREAT INDIAN PENINSULA.									MADRAS AND SOUTHERN MAHRATTA.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
1	13	14	...	5	...	7	....	12	...	1	1	...	...	...	...	...	...	2
2	37	39	...	...	2	20	2	20	2	5	7	...	...	...	...	...	...	3
...	5	5	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	4
...	26	26	...	...	...	...	...	...	2	7	9	13	20	...	...	13	20	5
2	834	836	...	...	...	6	...	6	2	13	15	...	...	...	...	...	...	6
1	30	31	...	2	...	...	...	2	...	5	5	...	...	...	...	...	...	7
1	15	16	...	...	1	4	1	4	...	1	1	...	...	...	...	...	...	8
...	763	763	...	...	...	...	...	...	2	703	705	*3	*1	...	...	3	1	9
4	21	25	*5	8	3	6	8	14	8	7	15	...	*3	...	...	...	3	10
...	3	3	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	109	109	...	...	...	1	...	1	...	86	86	...	...	...	...	...	...	12 (a)
...	450	450	...	...	...	...	...	...	...	269	269	...	...	...	...	...	...	13
...	5	5	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	14
...	2	2	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	15
1	94	95	...	...	...	...	...	...	1	15	16	...	...	...	...	...	...	16
...	20	20	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	17
1	883	884	...	...	...	3	...	3	1	35	36	...	...	...	1	...	1	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	25	25	...	...	...	...	...	...	...	61	61	...	...	...	...	...	...	20
...	2	2	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1	230	231	...	...	...	...	...	...	7	20	27	...	...	...	...	...	...	23
1	21	22	...	...	1	10	1	10	1	8	9	...	...	...	...	...	...	24
1	205	206	2	§8	...	1	2	9	...	57	57	...	...	...	...	...	...	25
16	3,797	3,813	†7	§23	7	58	14	81	27	1,313	1,340	§16	‡24	...	1	16	25	

* Not passenger (s)
† Of these five were not passengers.
‡ Of these four were not passengers.
§ Of these three were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Nizam's Guaranteed State.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	1	1	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	1	1	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	108	108	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	2	2	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	496	496	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	1	1	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	1	1	...	...	...	...	...	...
12 (a) The bursting of tubes, etc., of engines.	...	2	2	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	44	44	...	...	...	...	...	...
14. The failure of tyres	...	1	1	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings ...	...	35	35	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	2	2	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	3	3	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	3	3	...	...	...	...	...	...
25. Other accidents	...	1	1	...	...	...	...	...	...
Total all classes ...	...	701	701	...	...	...	...	...	...

DIX 27—*contd.*

ended the 31st March 1921, as having occurred on the several railways open for traffic in *and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

North Western.									Oudh and Rohilkhand.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
4	3	7	...	6	1	...	1	6	2	2	4	41	65	1	1	42	66	2
4	28	32	...	1	4	15	4	16	...	3	3	...	...	...	...	...	...	3
...	8	8	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4
5	23	28	1	1	...	1	1	2	1	3	4	...	...	...	...	...	...	5
4	1,005	1,009	...	1	3	7	3	8	...	20	20	...	...	...	...	...	...	6
...	9	9	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	534	534	...	...	...	...	...	...	...	320	320	...	...	...	...	...	...	9
2	8	10	*2	...	6	3	8	3	...	4		...	...	...	...	...	...	10
...	9	9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	79	79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	141	141	...	...	...	...	...	...	...	44	44	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
1	196	197	...	...	...	...	...	...	...	58	58	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	32	32	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	20
...	7	7	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	23	23	...	...	...	...	...	...	1	...	1	1	...	...	...	1	...	23
1	27	28	...	...	2	...	2	...	...	1	1	...	...	...	...	...	...	24
...	62	62	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	25
21	2,202	2,223	†3	9	16	26	19	35	4	466	470	42	65	1	1	43	66	

* Not passengers.
† Two of these were not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passenger[s]

Description.	South Indian.									
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger rains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	4	1	5	47	30	...	5	47	35
3. Collisions between goods trains or parts of goods trains.	1	2	3	...	...	...	...	...	...
4. Collisions between light engines ...	...	5	5	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	6	...	6	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	9	9	18	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	1	...	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	1	...	1	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	1,479	1,479	...	...	...	...	...	...
10. Trains running over obstructions on the line.	17	...	17	*1	*4	...	...	1	4
11. Trains running through gates at level-crossings.	2	...	2	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12. (*a*). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	236	236	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	1	1	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	23	2	25	...	...	...	3	...	3
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	7	2	9	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	28	...	28	...	...	1	2	1	2
22. Slips in cuttings or embankments ...	13	10	23	...	...	...	...	...	...
23. Fire in trains	1	12	13	...	4	...	...	...	4
24. Fire at stations, or involving injury to bridges or viaducts.	7	5	12	...	...	...	...	...	...
25. Other accidents	4	...	4	...	...	...	...	...	...
Total all classes	124	1,764	1,888	‡4	†38	1	10	49	48

* Not passengers.
† Four of these were not passengers.
‡ One of these was not a passenger.

DIX 27—*contd.*

ended the 31st March 1921, as having occurred on the several railways open for traffic in ***and*** others, ***and of*** railway servants, killed ***or*** injured ***in each class of accident.***

ASSAM-BENGAL.									BENGAL AND NORTH-WESTERN.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	1	1	...	8	...	...	...	8	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	1	...	1	4	15	...	...	4	15	2
...	...	...	...	...	...	...	...	...	...	2	2	...	*3	...	...	...	3	3
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4
1	2	3	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	5
...	3	3	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	6
...	1	1	...	...	...	...	...	...	...	10	10	...	...	...	2	...	2	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	77	77	...	...	...	...	...	...	...	154	154	...	...	...	...	...	...	9
...	1	1	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	3	...	3	12
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12(a)
...	15	15	...	...	...	...	...	...	...	39	39	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	9	9	...	...	...	...	...	...	...	30	30	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	8	8	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	20
...	2	2	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	21
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	5	5	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	23
...	1	1	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	24
1	7	8	*1	...	2	2	3	2	...	3	3	...	...	...	...	...	...	25
2	138	140	*1	8	2	2	3	10	2	276	278	4	†18	...	5	4	23	

* Not passenger(s)

† Three of them were not passengers.

APPEN

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passenger

Description.	Bengal Doars.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	5	5	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	1	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	22	22	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	3	3	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(*a*). The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	4	4	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	2	2	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	1	1	...	...	...	...	...	...
Total all classes ...	...	39	39	...	...	...	...	...	...

DIX 27—*contd.*

ended the 31st March 1921, as having occurred on the several railways open for traffic in *and* others, *and of* railway servants killed *or* injured *in each class of accident.*

Bhavnagar State.									Burma.									Number of headings.
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	2
...	1	1	...	...	...	...	...	...	...	10	10	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	8	...	8	...	...	...	...	...	...	5
...	10	10	...	...	...	...	...	...	...	54	54	...	...	...	...	...	...	6
...	1	1	...	...	...	...	...	...	2	22	24	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	8
...	28	28	...	...	...	...	...	...	4	160	164	...	...	...	2	...	2	9
...	2	2	...	...	...	...	...	...	...	28	28	*1	*1	...	...	1	1	10
...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12 (a)
...	9	9	...	...	...	...	...	...	...	52	52	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	17
...	1	1	...	...	...	...	...	...	2	85	87	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	8	8	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	2	12	14	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	22
...	...	...	...	...	...	...	...	...	...	89	89	...	...	...	...	...	...	23
...	2	2	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	24
...	1	1	...	...	...	...	...	...	...	113	113	...	*2	...	...	...	2	25
...	56	56	...	...	...	...	...	...	19	658	677	*1	*3	...	2	1	5	

*Not passengers.

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Dibru-Sadiya.								
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains, and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	3	3	...	...	...	...	...	...
4. Collisions between light engines ...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	1	1	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	...	3	3	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines .	...	...	...	...	...	...	...	...	...
12(a) The bursting of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	...	...	...	...	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...
15. Ditto of wheels . . .	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus .	...	...	...	...	...	...	...	...	...
18. Ditto of couplings . . .	...	1	1	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments .	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	...	...	...
Total all classes ...	...	8	8	...	...	...	...	...	...

DIX 27—*contd.*

ended the 31st March 1921, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

GONDAL.									JAMNAGAR.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	26	26	...	...	...	...	...	...	...	3	3	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	16	16	...	...	...	...	...	...	...	4	4	...	...	...	...	...	...	9
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12(a)
...	29	29	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
1	...	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	20
...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
1	2	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
3	91	93	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	

APPEN

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	JODHPUR-BIKANER.									
	Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...
4. Collisions between light engines ...	...	1	1	...	...	...	1	...	1
5. Passenger trains or parts of passenger trains leaving the rails.	12	...	12	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	6	...	6	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	1	...	1	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	3	254	257	...	...	...	...	...	...
10. Trains running over obstructions on the line.	...	3	3	...	...	...	...	...	...
11. Trains running through gates at level-crossings.	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines ...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	10	10	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	36	36	...	...	...	...	...	...
14. The failure of tyres	1	1	2	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...
16. Ditto of axles	1	5	6	...	...	...	...	...	...
17. Ditto of brake apparatus ...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	7	7	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...
20. Broken rails	...	88	88	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments ...	...	...	...	...	...	...	...	...	...
23. Fire in trains	1	...	1	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...
25. Other accidents	...	34	34	...	*1	...	...	...	1
Total all classes ...	25	439	464	...	*1	...	1	...	2

* Not a passenger.

DIX 27—*contd.*

ended the 31st March 1921, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

JUNAGAD STATE.									MORVI.									
Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	4
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	5
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	7
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	8
...	2	2	...	...	...	...	...	...	...	12	12	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	12
...	6	6	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	12(*a*)
...	3	3	...	...	...	...	...	...	...	13	13	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	14.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	19
...	...	...	...	...	...	...	...	...	...	7	7	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	22
...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	23
...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	25
...	18	13	...	...	...	...	...	...	...	51	51	...	...	...	...	...	...	

Accidents to trains, rolling-stock, permanent-way, etc., *reported during the twelve months* India, *distinguishing the different classes of accidents and the number of* passengers

Description.	Mysore Railways.									Rohilkund and						
	Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 88 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured				Killed.	Injured.	Killed.	Injured.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	...	...	...	...	...	...	...	...	...	1	33	33	3	16	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	11	11	...	...	...	...	...	...	...	6	6	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	5	5	...	...	...	...	...	...	...	8	8	...	...	...	...
9. Trains running over cattle on the line.	...	75	75	...	...	...	...	...	...	...	82	82	...	...	...	...
10. Trains running over obstructions on the line.	...	...	...	...	...	...	...	...	...	...	4	4	...	...	...	...
11. Trains running through gates at level-crossings.	1	4	5	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). The bursting of tubes, etc., of engines.	...	7	7	...	...	...	...	...	...	...	2	2	...	...	...	...
13. The failure of machinery, springs, etc., of engines.	...	21	21	...	...	...	...	...	...	...	22	22	...	...	...	...
14. The failure of tyres	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	2	2	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	4	4	...	...	...	...	...	...	...	17	17	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts,	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails.	...	1	1	...	...	...	...	...	...	...	5	5	...	...	...	...
21. The flooding of portions of permanent-way.	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	...	...	...	...	...	...	...	...	...	1	...	1	...	...	1	...
25. Other accidents	1	25	26	...	...	...	...	...	...	...	4	4	...	...	...	...
Total all classes	2	164	166	...	...	...	...	...	...	2	188	190	3	16	1	...

DIX 27—*concld.*

ended the 31st March 1921, as having occurred on the several railways open for traffic *in and* others, *and of* railway servants, killed *or* injured *in each class of accident.*

KUMAON.		UDAIPUR CHITORGARH.									TOTAL. 2′ 6″ and 2′ 0″ GAUGES.									
Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Number of other accidents.	Total number of accidents.	Number of passengers and others.		Number of servants.		Total all classes.		Number of headings.
Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
...	...	...	...	...	...	...	...	...	...	...	1	...	1	...	1	...	...	...	1	1
...	...	...	...	...	...	...	...	...	...	...	6	2	8	...	8	...	2	...	10	2
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	4
8	16	...	...	...	...	...	...	...	...	...	82	17	99	...	...	...	1	...	1	5
...	...	...	...	...	...	...	...	...	...	...	4	55	59	...	...	...	...	...	...	6
...	...	...	...	...	...	...	...	...	...	...	2	3	5	...	...	...	...	...	...	7
...	...	...	1	1	...	...	...	...	...	...	2	4	6	...	...	...	...	...	...	8
...	...	...	18	18	...	...	...	...	...	...	3	40	43	...	...	...	...	...	...	9
...	...	...	...	...	...	...	...	...	...	...	3	17	20	*2	...	...	1	2	1	10
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11
...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	12
...	...	...	...	...	...	...	...	...	...	...	...	5	5	...	...	...	...	...	...	12 (a)
...	...	...	...	...	...	...	...	...	...	...	5	57	62	...	...	...	...	...	...	13
...	...	...	...	...	...	...	...	...	...	...	...	2	2	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	15
...	...	...	...	...	...	...	...	...	...	...	5	...	5	...	...	...	...	...	...	16
...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	17
...	...	...	...	...	...	...	...	...	...	...	9	4	13	...	...	...	...	...	...	18
...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	19
...	...	...	1	1	...	...	...	...	...	...	1	4	5	...	...	...	...	...	...	20
...	...	...	...	...	...	...	...	...	...	...	1	3	4	...	...	...	...	...	...	21
...	...	...	...	...	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	22
...	...	...	1	1	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	23
1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	24
...	...	...	...	...	...	...	...	...	...	...	12	7	19	*5	†5	...	...	5	5	25
4	16	...	21	21	...	...	...	...	...	...	140	226	366	*7	†14	...	4	7	18	

* Not (a) passenger(s).
† Of these 4 were not passengers.

APPEN

Accidents to trains, rolling-stock, permanent-way, etc., reported during the financial years distinguishing between the different classes of accidents and the number of passengers

Description.	Number of accidents reported to local Governments under section 83 of the Indian Railways Act, No. IX of 1890, *i.e.*, serious accidents.		Number of other accidents.		Total number of accidents.	
	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.
1. Collisions between passenger trains or parts of passenger trains	15	1	3	6	16	7
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	31	27	71	41	102	68
3. Collisions between goods trains or parts of goods trains	22	12	162	188	184	200
4. Collisions between light engines	2	3	58	41	60	44
5. Passenger trains or parts of passenger trains leaving the rails	158	134	253	183	411	317
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	17	40	1,956	3,192	1,973	3,232
7. Trains or engines travelling in the wrong direction through points	9	7	159	150	168	157
8. Trains running into stations or sidings at too high a speed	1	4	74	75	75	79
9. Trains running over cattle on the line	8	12	7,085	7,180	7,093	7,192
10. Trains running over obstructions on the line	58	47	282	229	340	276
11. Trains running through gates at level-crossings	6	3	37	39	43	42
12. The bursting of boilers of engines	1	...	9	4	10	4
12 (*a*). The bursting of tubes, etc., of engines	...	...	471	401	471	401
13. The failure of machinery, springs, etc., of engines	4	5	1,951	2,019	1,955	2,024
14. The failure of tyres	1	1	10	20	11	21
15. Ditto of wheels	2	2	4	10	6	12
16. Ditto of axles	8	14	123	170	131	184
17. Ditto of brake apparatus	1	1	37	36	38	37
18. Ditto of couplings	43	40	2,773	3,058	2,821	3,098
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	2	1	6	3	8	4
20. Broken rails	9	8	393	383	402	391
21. The flooding of portions of permanent-way	64	37	79	46	143	83
22. Slips in cuttings or embankments	7	16	26	33	33	49
23. Fire in trains	18	16	415	518	433	534
24. Fire at stations, or involving injury to bridges or viaducts	23	14	91	124	114	138
25. Other accidents	37	24	873	811	910	835
Total	550	469	17,401	18,960	17,951	19,429

Mean mileage worked	37,137
Number of servants employed	751,752
Train-mileage of all descriptions	161,802,000
Number of passengers carried	559,246,100
Passenger-mileage	20,985,008,000
Per mean mile open—	
Train-mileage of all descriptions	4,357
Number of passengers carried	15,059
Passenger mileage	565,070
Total passengers—	
Killed per million of passengers	0·256
Injured per million of passengers	0·490
Killed per million of passenger-mile	0·007
Injured per million of passenger-mile	0·013

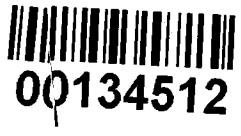
DIX 28.

1919-20 and 1920-21, as having occurred on all railways open for traffic in India, and others, and of railway servants, killed or injured in each class of accident.

Number of passengers and others.				Number of servants.				Total all classes.				Number of Headings.
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.	1919-20.	1920-21.	
...	...	7	9	1	...	5	...	1	...	12	9	1
§59	118	¶¶141	183	10	3	36	29	69	121	177	212	2
...	...	§21	¶¶10	8	6	53	44	8	6	74	54	3
...	...	...	...	2	...	4	4	2	...	4	4	4
‖7	22	***7	45	10	2	60	5	17	24	67	50	5
...	...	*1	1	...	4	12	23	...	4	8	24	6
...	...	*3	2	...	...	4	2	...	...	7	4	7
...	...	1	...	...	1	...	5	...	1	1	5	8
*1	*3	...	*1	...	...	...	2	1	3	...	3	9
¶17	*14	†††19	††29	1	9	7	18	18	23	26	47	10
*1	*5	*3	*4	1	...	...	1	2	5	3	5	11
...	...	...	...	2	...	...	3	2	...	...	3	12
...	...	...	...	...	...	...	1	...	...	...	1	12 (a)
...	...	...	...	...	...	1	...	...	...	1	...	13
...	...	...	...	...	...	...	...	...	...	...	...	14
...	...	...	...	...	...	...	...	...	...	...	...	15
...	...	...	...	...	...	...	5	...	...	...	5	16
...	...	...	...	...	...	2	...	...	...	2	...	17
...	...	2	...	4	...	14	16	4	...	16	16	18
...	...	...	...	...	4	...	...	...	4	...	...	19
...	...	...	...	...	...	...	...	...	...	...	...	20
...	...	1	...	...	1	...	2	...	1	1	2	21
18	...	36	7	1	1	...	...	19	1	36	7	22
...	1	8	4	...	...	2	8	...	1	10	7	23
...	...	*2	...	1	4	6	14	1	4	8	14	24
5	§9	‡‡25	‡17	8	2	17	11	13	11	42	28	25
**108	‡172	¶¶¶277	‖‖312	49	37	223	188	157	209	500	500	

* Not (*a*) passenger (*s*).
†† Of these twenty-one were not passengers.
‖ Of these six were not passengers.
‖‖ Of these thirty-seven were not passengers.
‡ Of these eight were not passengers.
¶¶ Of these three were not passengers.
** Of these twenty-three were not passengers.
§ Of these seven were not passengers.
¶¶¶ Of these thirty-six were not passengers.
† Of these twenty-nine were not passengers.
¶ Of these thirteen were not passengers.
††† Of these fifteen were not passengers.
*** Of these one was not a passenger.
‡‡ Of these eight were not passengers.

16RAR—1,535—16-1-22—GCPS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